

A photograph of a street scene in Antioch, Illinois. The image shows a sidewalk with a red awning over a storefront. There are trees in the background and a person walking on the sidewalk. The image is slightly blurred and has a soft, painterly quality.

VILLAGE OF ANTIOCH, ILLINOIS

**ROUTE 83 & DOWNTOWN
CORRIDOR STUDY**

APRIL 25, 2006

Antioch Route 83 and Downtown Corridor Study

April 25, 2006

prepared by

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Introduction

The Village of Antioch has commissioned a consultant team comprised of SEC Planning Consultants, Valerie S. Kretchmer Associates Inc. and Granacki Historic Consultants to prepare a visioning and planning study for the Downtown and Route 83 corridor. New construction and redevelopment within the corridor boundaries will greatly impact the image of Antioch and also position the community as an appealing location for residents as well as new and existing businesses. The Consultant team is dedicated to provide the Village with a strong vision and direction for the future as the community grows.



Historic Antioch

Purpose of Study

The primary purpose of the Downtown and Route 83 Corridor Study is to provide the Village with a planning and visioning tool for guiding attractive, carefully designed future growth. As IDOT plans for future roadway expansions of Route 83, it is critical that the Village take a pro-active role in defining and communicating its vision for the corridor from an economic and aesthetic standpoint.



South Route 83 Corridor



Existing residential character



Existing significant structure

Process

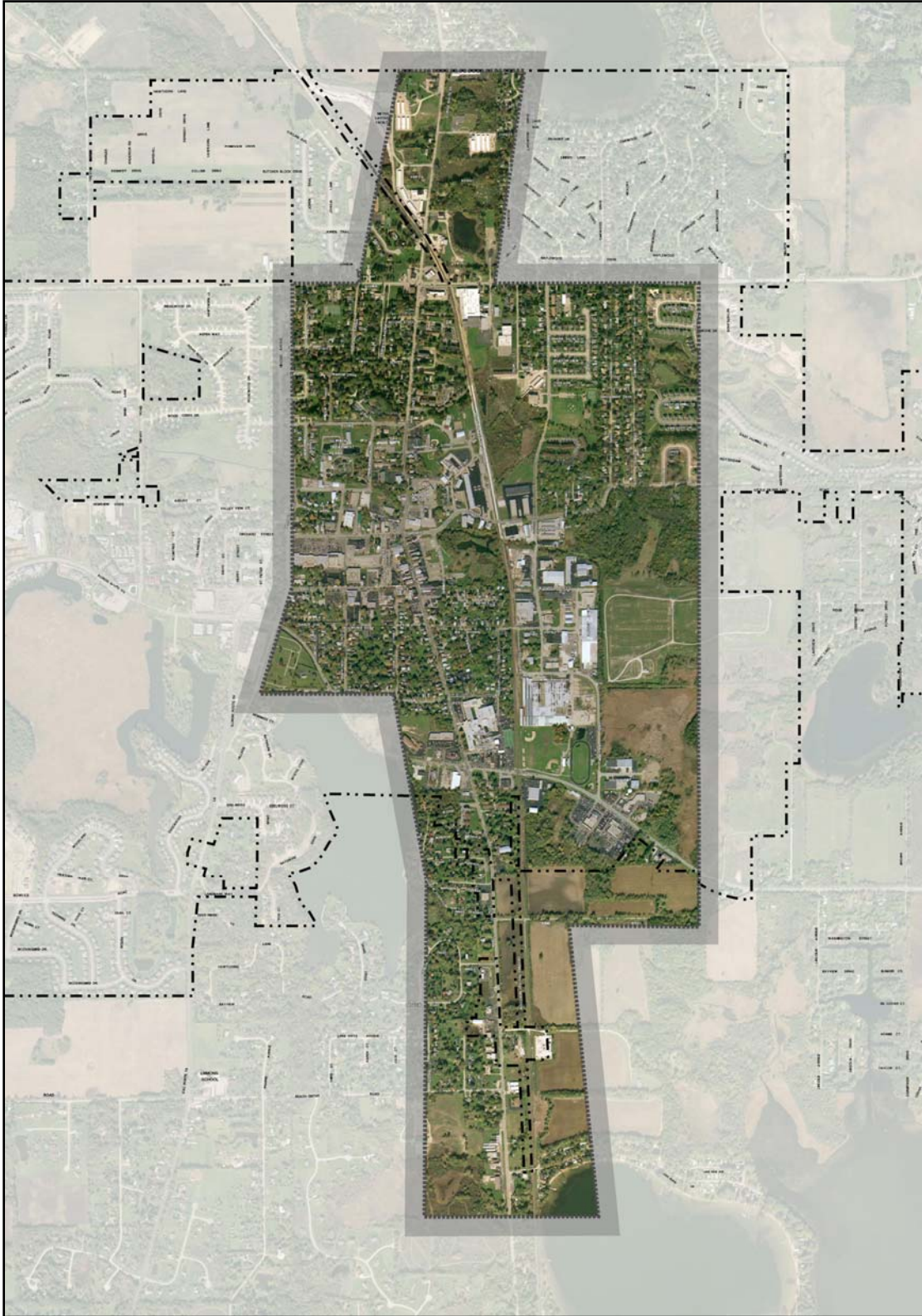
In order to provide the Village with a well thought out, researched and workable plan for the corridor, several steps were critical in the preparation of this report. Due to the impact this corridor has on the entire community, it was necessary to thoroughly analyze existing conditions and solicit public input prior to providing any recommendations or design solutions. This analysis and public participation process allowed the Consultant team to create design and planning responses that coincide with the desires and vision of the residents of Antioch.

*Historic Downtown*

For general reference, the following steps and tasks have been performed in the preparation of this Corridor Study.

- Collected base information and photographic inventory
- Evaluated existing codes and ordinances
- Collected and analyzed IDOT roadway expansion plans for Route 83
- Performed stakeholder interviews
- Held open house for public input
- Performed market study to understand demand and competition
- Prepared land use plan to define land uses along the corridor
- Prepared aesthetic recommendations for visual improvements/enhancements
- Analyzed Downtown redevelopment opportunities and circulation for vehicles and pedestrians
- Performed Historic Survey of study area and identified historic preservation strategies
- Prepared Design Guidelines
- Outlined implementation strategies

*Pittman Redevelopment Site**South Route 83 Corridor*

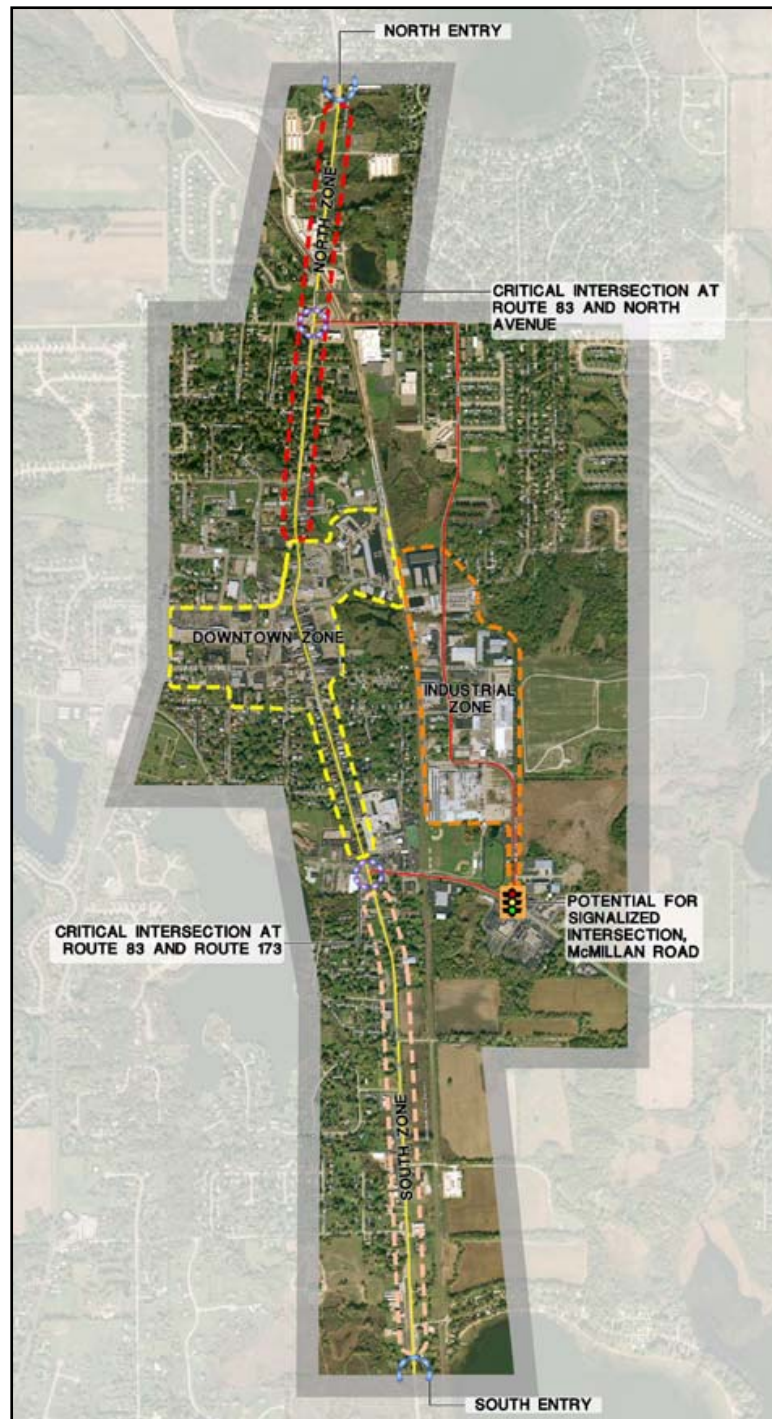


Boundary of Study Area

Four Zones Identified per this Study

Based upon the Consultant team's evaluation of the corridor, the study area has been characterized into 4 zones or areas:

- North Zone (Depot Street, North)
- South Zone (Route 173, South)
- Downtown Zone
- Industrial Zone



Zone Characteristics

North and South Zones

- Utilities dominate view
- Lack of landscaping
- No buffers for parking lots
- Limited architectural appeal



Typical view along South Zone



South Zone



South Zone

Industrial Zone

- Poor public infrastructure
- No landscape, streetlights or aesthetic enhancements
- Limited masonry or building interest



Industrial Zone

Downtown Zone

- No parking lot landscaping
- Deteriorating walks
- No building awnings
- Signage dominates windows
- Limited landscape for pedestrian appeal
- Inconsistent facade treatments and materials
- Signage dominates facades



Downtown – Lake Street



Downtown – Lake Street



*Landscaping would increase aesthetics
behind west side of Main*



Signage treatments inconsistent along Main Street



*Rear of east side of Main Street provides unattractive
backdrop for band shell and entrances to Main Street*



*Façade treatments inconsistent
along Main Street*

Stakeholder Interviews

At the outset of the study, the Consultant Team focused on creating a vision that reflected the goals and character of the community. To begin the process, a meeting with local business owners and community leaders was held on August 31, 2005. This meeting was intended to open a dialog with those most closely tied to the corridor. Participants shared their ideas and concerns, providing the Consultant Team the foundation and direction for the study. The results of this meeting are listed below.

- Entry gateways from the major roads into town give a poor first impression of the Village.
- Desire for a balanced community.
- Visual improvements are needed, including zoning, public right-of-way, streetscape, landscaping, facades, rear store entrances and signs.
- Village should offer program to enhance store interiors, not just the exteriors.
- Concern over how to maintain the quaintness of Downtown once Route 83 is widened.
- Question of status of the Route 83 improvements? Possibility of a truck route bypassing Downtown.
- Traffic congestion was mentioned by a few people, usually long time residents.
- What are the boundaries of Downtown? No consensus on this.



Main Street

- Strong feeling about preserving the Village's historic character, especially in the Downtown. The quaint feeling must be maintained and new buildings should be compatible with the old in terms of materials, design, etc.
- Future of the TIF district – heard different opinions on this relative to extending its life, letting it sunset or expanding the boundaries. The TIF was underutilized and had been drawn very conservatively. If expanded, it should include the industrial area east of the railroad and the area west of Toft. The Village needs to offer incentives to enhance and recruit new businesses. The façade program through the TIF was not widely used, although it was unclear if this was due to lack of effort by the Village or lack of interest by the merchants.

- Contamination and clean-up of the Pittman property. Future of the site is critical. Some expressed a desire for a park or town square on the site or on another site Downtown.
- Should there be a clock tower on the Pittman site? Maybe it should be in a different location.
- Idea of moving Village Hall to the Pittman site and redeveloping Village Hall site for mixed-use.
- New development on the Pittman site shouldn't block the view of the church steeple.
- Train station should be linked visually to Downtown. Landmarks include park, school and church.
- Can Sequoit Creek be brought back as an amenity to Downtown? Mixed views on the viability of this.
- Desire for a mix of retail, restaurant, entertainment uses along Main Street. Want higher end stores. Idea of stores like Caribou Coffee and Panera Bread. Unique stores as well.
- Condo building Downtown would be good but don't want a building with a lot of school-aged children. Maybe market the building to those who have boats here. However, want full time residents, not just summer residents. Idea of residential above ground floor retail. Could include lofts.
- 40-45' is probably the maximum height that people are comfortable with. Fire Department has a problem with buildings over 4 stories.
- Concern about the price points of a condo building. Want higher priced units to attract more affluent residents. Also, make sure they are all owner-occupied and not rented out.
- Some townhouses and duplexes could be okay as well.
- No interest in more apartment buildings in the study area. The Village has enough now. Many of the buildings north of Downtown are a problem.
- Housing for those over 55 years old is okay.
- Wants an industrial base but the current industrial area by Anita is in poor condition. It has wetlands problems. There are many vacant buildings and there



Pittman Redevelopment Site



Main Street

are rumors of other firms planning to close their operations here. Public infrastructure improvements are needed and incentives may be needed to improve the buildings, *some of which are in very poor shape.*

- Lack of a full interchange at I-94 limits attractiveness for some industries. Chamber gets a few inquiries from smaller manufacturers looking for space.
- Industrial area should be enhanced with green space. Future uses would include offices, cabinetry shops, contactors' offices, self storage, etc., not just manufacturing uses.
- Demand is for 5,000 to 8,000 sq. ft. Some new industrial buildings at north end of town.
- Office and service business opportunities. No real office space in the Village now; more professional office space is needed.
- Improvements needed at Antioch Shopping Plaza.
- Pedestrian connections are important to connect Main Street to Lake and Orchard and to the Depot area.
- Parking is an issue Downtown for some, but most did not mention it.
- Enforcement of codes is needed, e.g., exteriors of buildings. People don't know what the Village's requirements are. Design guidelines and architectural review would be good.
- Guidelines needed for historic preservation.
- Idea of a bed and breakfast.
- Some of the more successful merchants are close to retirement age. When their stores close, it will leave gap in the Downtown.
- Idea of promoting the area for tourism with the lakes, boating, fishing, antiquing, etc. Village could attract those who would otherwise go to Wisconsin, especially with the high cost of gas. Build on the natural resources here such as the lakes.
- People from Richmond to Wisconsin drive through town without shopping because there is nothing that attracts them. However some unique shops draw as far as McHenry and Kenosha.



Main Street



Natural Resource

- Idea of more marketing and joint advertising for Downtown. Include the area at Lake and Orchard. This should be a joint Village-Chamber of Commerce effort. Need to coordinate retail hours and encourage merchants to have some weekday evening hours. PML Theatre provides reason to be Downtown in evening, but just attracts local folks.

- Village should play a more active role in economic development and working with landlords on marketing their spaces. Idea of putting together a list of spaces and contacts to give out to prospective businesses. Visit other towns and encourage their best retailers to open in Downtown.



- Brochures listing stores and restaurants should be available at train station, Best Western, Wal-Mart. Market to new residents who are unaware of what is available Downtown.
- Downtown has a good number of special events, e.g., Art Fair, Carnival, Taste of Antioch, Oktoberfest, Christmas lights. Used to be a Farmer's Market. Can they get it back?
- Consider having area with artist's studios where people can watch artists at work.
- Concern that the businesses in the Depot area will all be oriented to the commuters and not a wider group of residents.
- Metra is adding more weekday trains, but there is a desire for weekend service, too.

- Future use of the Boylen property south of Route 173. Will it stay industrial as shown in the comp plan or be changed to senior residential as desired by the property owner?



Existing Train Depot

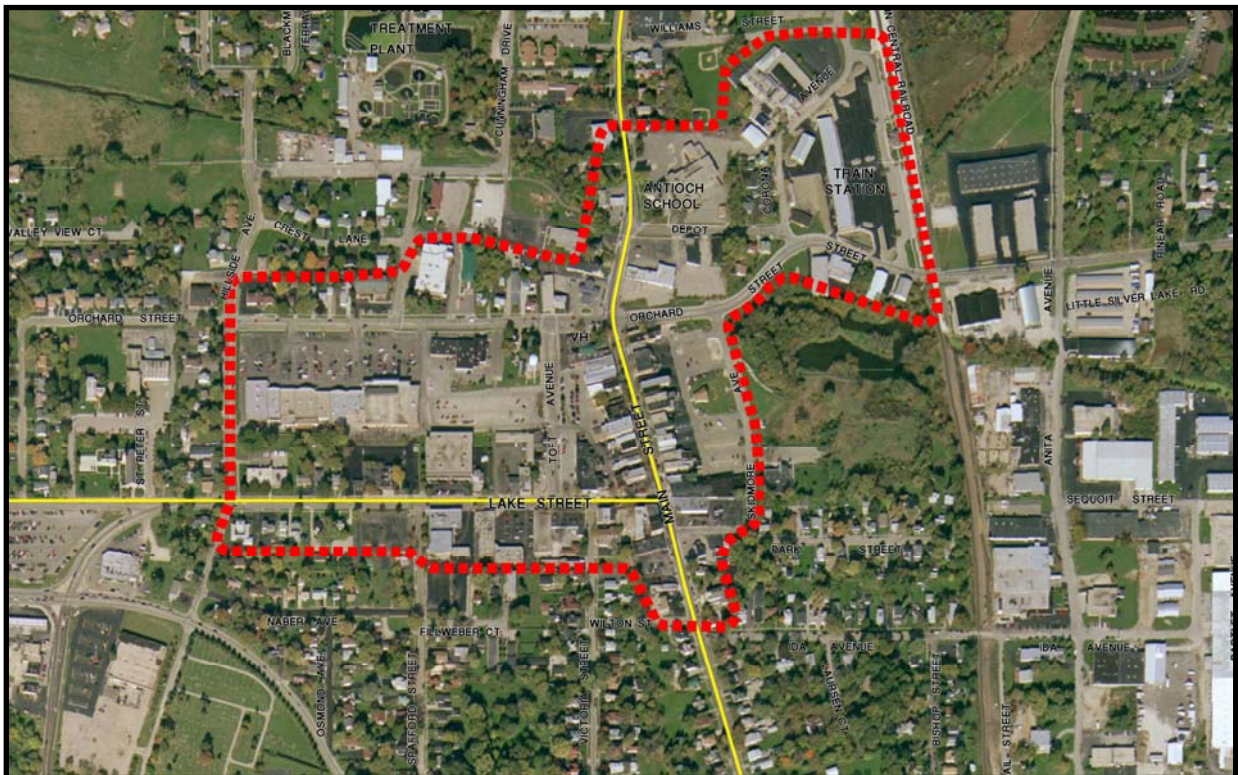
- South Main Street is a visual mish-mash. Zoning issues should be reviewed here. Area could be used for professional offices and nicer stores. Design guidelines need to address conversion of residences to commercial uses as well as new construction.
- Competition with unincorporated area of Antioch Township and Lake Villa for new office and industrial buildings.
- Need for more industry and office to provide tax revenue to support the schools.
- New hospital will be built in Lindenhurst. Condell owns site west of Best Western but has not yet developed it, although people see the need for medical offices.
- Residents work at Baxter, Abbott, Motorola as well as at local Antioch employers.

Public Open House Comments

Once the stakeholder interviews were complete, the Consultant team conducted an open house to solicit input from the residents of Antioch. On September 29, 2005, residents were invited to review photos and plans prepared by the Consultant Team illustrating existing conditions within the corridor. In an effort to gain an understanding of the concerns and issues related to the corridor project, participants were asked to complete a survey with specific questions related to the development and preservation of the corridor. A summary of the survey questions responses follows:

1. What is your interpretation of the boundaries of Downtown? (* No clear sense from respondents of where Downtown starts and ends.) Responses ranged from:

- From Route 173 to Library
- From Harden (south) to Poplar (north) and Hillside (west) to Anita (east)
- From Village sign south of town (Beach Grove Road) to Williams Park
- From Park Avenue (south) to Depot Street (north) and Hillside (west) to Main Street (east)
- Route 173 to North Avenue and Route 59 to railroad tracks
- Orchard to Park (north to south) and Skidmore to Hillside (east to west)
- Area north of 'school museum' to one block south of old St. Ignatius Church on Main Street
- Lake to Depot Street, along Route 83
- From the south at corner of Route 173 & Route 83 to north just beyond the library



Approximate Interpretation of Downtown Boundary

2. What would you like to see happen Downtown? (i.e. aesthetic improvements and/or enhancements, shopping/land use, redevelopment opportunities, parking and circulation, entertainment, etc.)

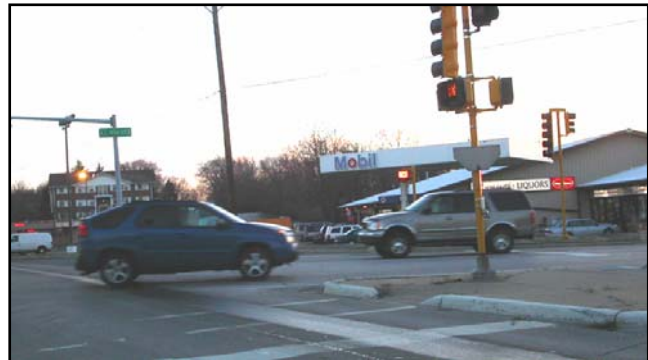
Aesthetics

- Exterior renovation needed to create Downtown atmosphere
- More benches and flowers in storefronts; cleaner, unified look
- Clock tower being built
- Take down water tower; incorporate Village Hall with police/fire stations; remove empty gas station; clean up redeveloped clock tower area
- A town square area (benches, grass, clock tower); clean up window fronts; maintain a historic look
- Get rid of power poles, old gas station
- Maintain historic look of north-east corner of Depot Street and Route 83
- Careful redevelopment to ensure Downtown thrives; develop a historical façade look



Traffic, Parking and Circulation

- Left turn lane for entrance into United Methodist Church
- More pedestrian movement capabilities
- Reassess parking situation (garages might not be the solution)
- Remove parallel parking along Route 83 for additional lane usage; provide back-of-building parking lots



Land Use/Development

- New construction & rehab
- Encourage shopping, walking, eating in area formerly Pittman Pontiac
- Card shop, women's clothing, souvenirs

3. What would you like to see happen along Route 83 south of Route 173?

Aesthetics

- Curbs and lighting
- Encourage owners to pave lots; improve corner and drainage at Beach Grove and Route 83
- Insist lot owners clean/cut weedy, empty properties
- Make every entrance into Antioch more appealing; massive clean up
- Clean up old houses

Traffic, Parking and Circulation

- Widen Route 173 and find a new North-South street for large trucks

Land Use/Development

- More restaurants
- Extend sewer lines to encourage development
- More construction; development
- Build banquet hall here instead of on Route 59
- Strip malls; a larger type mall if possible for the area



4. What would you like to see happen along Route 83 between Route 173 and Downtown?

Aesthetics

- More green space
- Coordination of store facades; power lines underground
- Maintain historical look of homes
- Utility poles straightened; parkway/curbs repaired; need for policing
- Cleaning up different types of landscaping; property owners to present a better view for outsiders
- Evaluate homes for historical preservation & merit; clean up lots
- If mini malls continue to be constructed, use brick/dormers; make new buildings less ugly
- Get rid of power poles; clean up old houses

Traffic, Parking and Circulation

- Add left turn lanes

Land Use/ Development

- No strip malls
- Commercial/mixed-use development
- More stand-alone businesses/restaurants (no more boxy-strip malls)
- Residential town homes

5. What would you like to see happen along Route 83 north of Downtown?

Aesthetics

- Underground power lines
- More beautification; property owners need to better maintain yards
- Residents/businesses need to maintain property; businesses on North Avenue need to be incorporated with Downtown

Traffic, Parking and Circulation

- Better entrance to library
- Traffic safety needs to be enforced
- Oppose widening of Route 83

Land Use/Development

- Encourage businesses at North Avenue intersection
- Pittman property should be a park; need for more baseball fields
- More development on North Avenue for residences
- Residential town homes

6. What would you like to see happen in the area near the Metra station?

Aesthetics

- Planting of trees; green area to improve the area, but strip mall is an eye sore

Traffic, Parking and Circulation

- Should only be one street; not Depot/Orchard extension

Land Use/Development

- More restaurants/bars to encourage commuters to shop
- More retail
- Skate park for kids
- Condos instead of malls
- New shopping center looks like a “back alley”; area could look nice but instead looks like an eyesore; need for redevelopment
- Get rid of pool and old park; redesign new park
- Possibly redevelop industrial area next to strip mall



Existing retail adjacent to Metra station



Existing buildings east of Downtown, near Metra train station

7. Do you support making Downtown a Historic District? What kinds of assistance and incentives should the Village offer owners who rehab their historic buildings and what kinds of restrictions should they place on them?

Yes, and...

- Tax incentives and/or money incentives should be offered for renovation
- Need to keep the buildings looking nice and inviting;
- Stay consistent with external features of buildings; we do not want every building to look the same
- Utilize already existing buildings (for historical merit)
- Low-interest loans

No, and...

- If the building is an eyesore, must rehab/replace
- Partial real estate tax credit; fire and building code enforcement needed
- Antioch is not historic

8. Other comments pertaining to the Corridor Study?

Aesthetics

- Establish an aesthetics committee for any future building
- Lot owners need to take pride in their property, and if any more storage areas are built, landscaping is a must in order to hide hundreds of garage spaces
- Bury the utilities
- Hope Village builds clock tower and gets rid of water tower

Traffic, Parking and Circulation

- Need to focus more on traffic and parking
- Possibility of creating one-way corridors to move traffic Downtown, since future projections will probably show more traffic in Downtown area 20-30 years from now

Land Use/Development

- Need to give outsiders a reason to shop in Antioch; town needs to use other approaches for help
- Maintain our 'little town' atmosphere (i.e. focus more on Libertyville rather than Gurnee)

Other

- Appreciates the study at hand; understands Antioch has potential for efficient growth
- Feels this study was necessary; but feels things will remain the same

Route 83 Roadway Transportation Plans and Recommendations

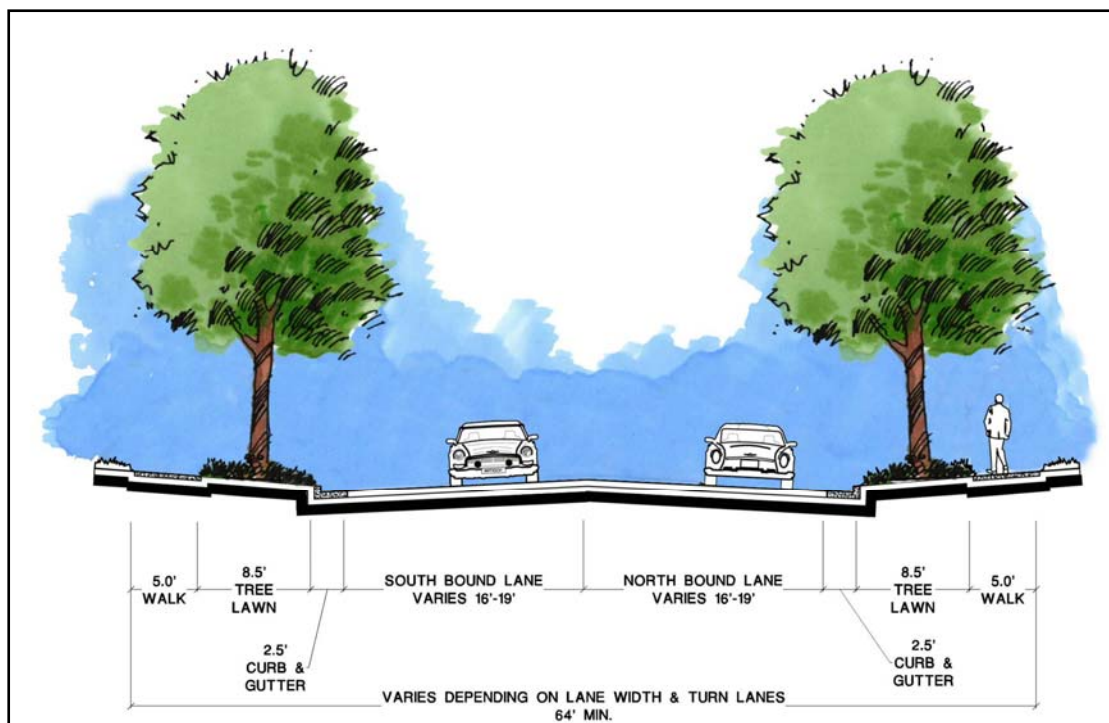
Roadway improvements along Route 83 are planned by the Illinois Department of Transportation (IDOT) in their current 5 year plan. These improvements include widening of roadways at intersections, adding turn lanes and adding curbs and gutters. A composite plan of the roadway improvements can be reviewed at the Village Hall.

Based on IDOT's planned improvements, the Consultant team recommends that the Village work closely with IDOT to ensure the aesthetic considerations desired are implemented. Through this collaboration, the Village will be able to coordinate its plans for a street tree program, intersection enhancements, utility treatments and sidewalk locations into the IDOT plans for roadway improvements.

In order visually convey the desired prototypical roadway treatment for Route 83, the following street section was prepared. The width and treatment will vary along the corridor. The general design intent is to establish a consistent street tree program along the roadway with 5' sidewalks on each side. However, where existing trees occur along the corridor, every effort should be made to preserve the mature trees and meander sidewalks and utilities as necessary to maintain the existing vegetation.

Primary Design Recommendations

- Minimum 5' sidewalks on each side of roadway
- Street trees planted 50' on center within a minimum 5' landscape area separating the road from the sidewalk
- Incorporate Village Antique Light standard with banner attachments along Route 83, from North Street to Route 173
- Relocate utilities underground
- Preserve existing parkway trees



Prototypical improved street section

As was discovered during the public input phase of the Corridor Study, many comments were received and concerns raised about the aesthetics of the corridor. Concerns were voiced regarding unsightliness of utilities, while calls for landscaping and beautification programs ranked highly with respondents. To address these concerns, photographic images were created to illustrate potential roadway enhancements along Route 83.



Existing South Zone



Potential Enhancement

Recommendations:

- Bury utilities
- Add parkway trees every 50' on center
- Add landscape beds and annual color for visual interest
- Add 5' sidewalks on each side of roadway, meander where R.O.W. width allows
- Enforce design guidelines for architecture and site planning
- Limit curb cuts and driveways along Route 83



Existing typical parking lot treatment



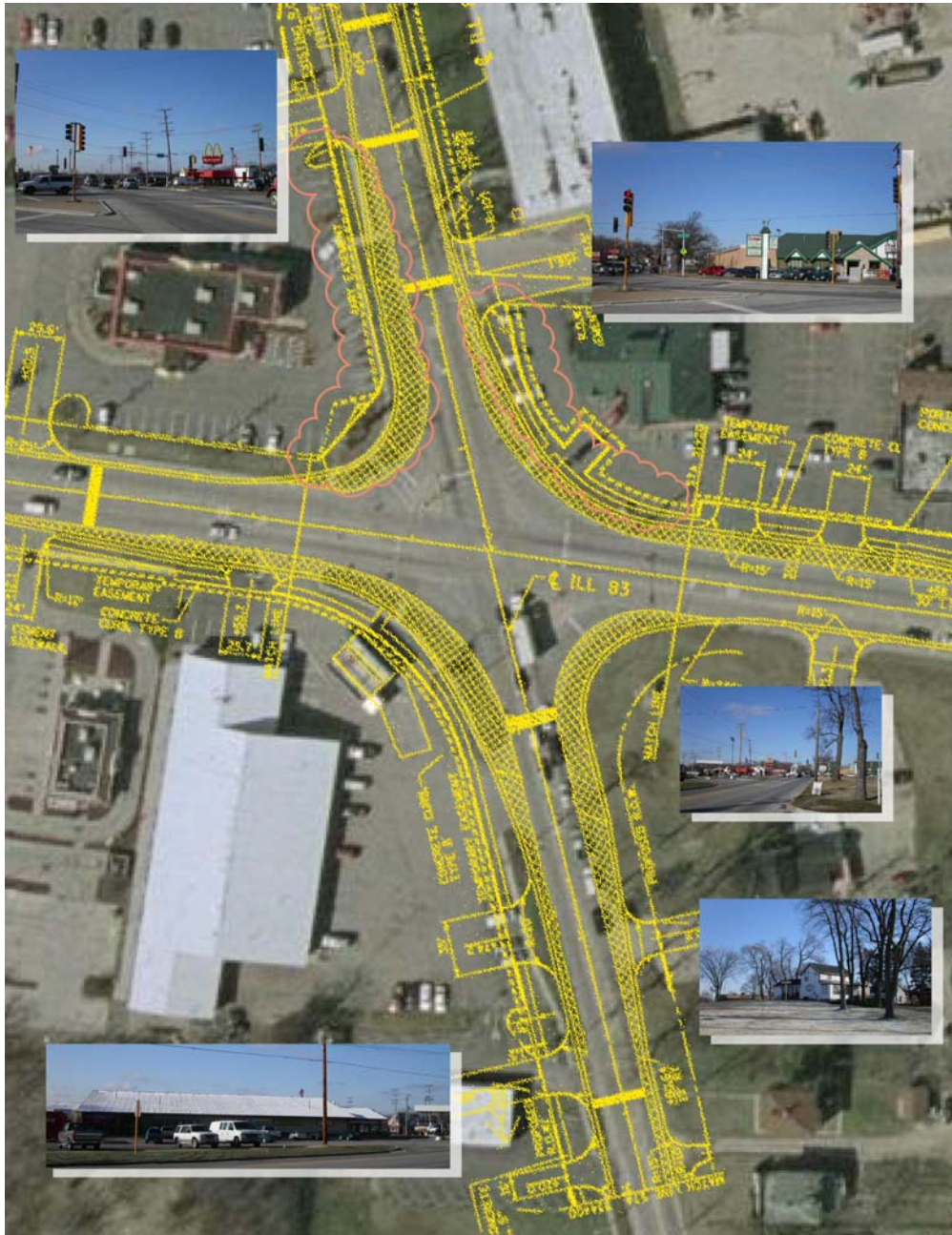
Potential Enhancement

Recommendations:

- Add street trees and plantings
- Buffer parking lots with 25' landscape buffer and landscape beds
- Add curb edges to help delineate parking lots and planting areas

Intersection Treatments

Due to the IDOT improvement plans for Route 83, an opportunity will exist to improve and enhance the visual gateways leading into Antioch. The addition of turn lanes and other roadway improvements will, in certain cases, require reconfiguration of parking lots and site plans at major intersections. These modifications will provide an opportunity for the Village to enhance the most significant visual areas with landscaping, signage and utility placement. Improvement of the key nodes within Antioch will greatly enhance the first impression of Antioch for visitors and attractively announce the arrival to the Village.



Route 83 and Route 173 Existing conditions

To convey the potential for aesthetic improvements at key intersections, Route 83 and Route 173 was evaluated for visual enhancement. Other key intersections to consider for similar aesthetic enhancements include North Avenue, Grimm Road and Beach Grove.



Route 83 and Route 173 Enhancement Alternative

Truck Route

During the course of the Corridor Study, several discussions arose regarding the topic of an alternative truck route to alleviate traffic pressure and congestion through Downtown Antioch. One proposal included the possibility of a truck route from Route 173 along McMillan and Anita Roads, connecting to North Street. While this alignment could add improved circulation and visibility for the Village's industrial area, several concerns were raised regarding the potential conflicts between the truck traffic and residential neighborhoods along North Street.

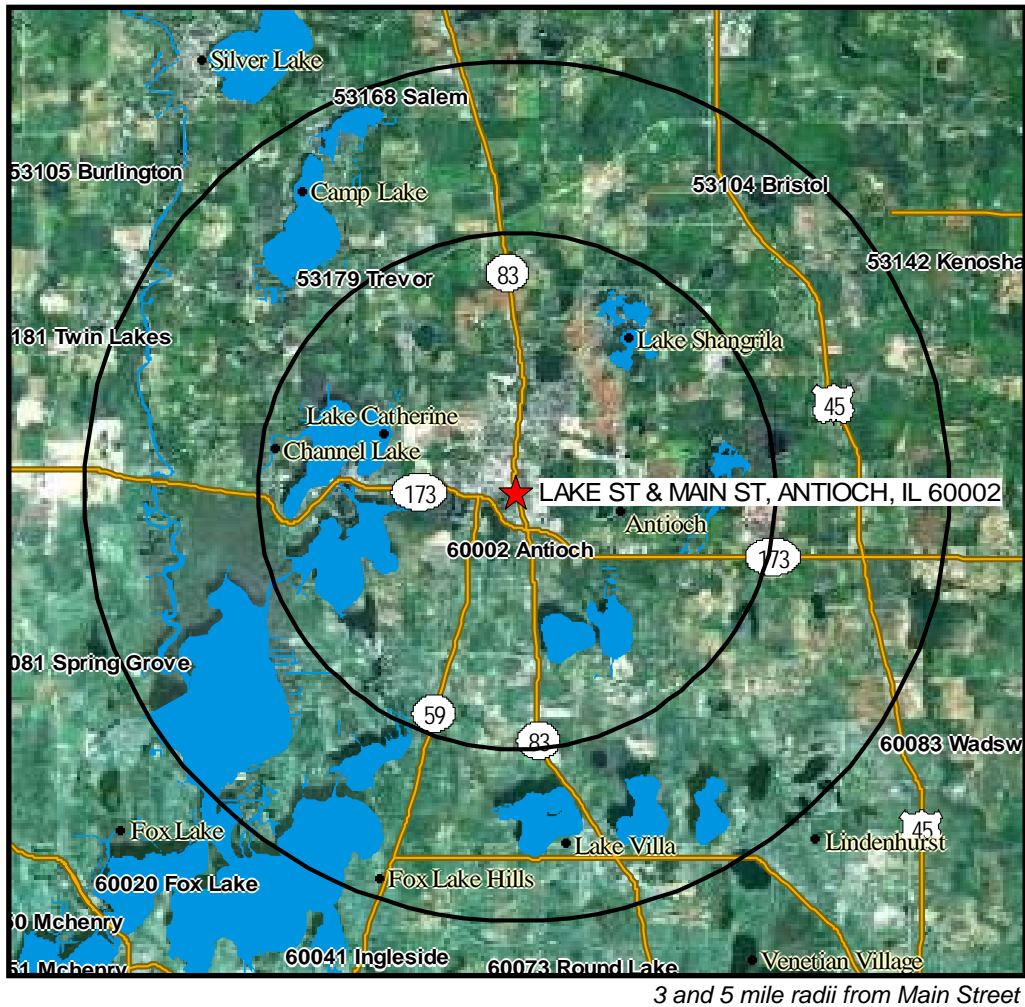
The Village should still consider the addition of a traffic signal at McMillan and Route 173 to improve access into and out of the Village industrial park. This improved access may help the marketability of the Village's industrial area.

Although an agreeable truck route alternative may not be presented within the Route 83 Corridor Study area, it is recommended that the Village continue to pursue an alternative route as part of a broader transportation plan. A potential alternative north/south route should be evaluated in a master transportation plan for the Village.

Route 83 Corridor Market Assessment

I. Demographics of Antioch and the Market Area

Valerie S. Kretchmer Associates, Inc. (VSKA) analyzed the demographics for the Village of Antioch and for a 3 and 5 mile radius from the intersection of Route 83 (Main Street) and Lake Street, the core of Downtown Antioch as shown below.



Antioch and the surrounding area have experienced a high level of growth over the past 5 years and are projected to grow over the next 5. The table below shows these trends.

Key Demographics for Antioch, 3 and 5 Mile Radii from Main and Lake Streets

	Village*	3 Miles	5 Miles
Population			
2000	8,788	19,870	39,005
2004*	10,359	21,723	42,876
% Change	17.4%	8.5%	9.0%
2004 Median Age	35.7	37.6	36.7
% over 65	9.8%	10.5%	9.5%
2004 Median Household Income	\$61,124	\$61,811	\$65,164
Households over \$75,000	37.6%	37.4%	39.5%
Population Density/ Square Mile	1,281	768	546

* Village population is for 2003.

Source: Demographics Now; Village of Antioch

Population is projected to increase over the next 5 years in the Village as well as in the outer portions of the 3 and 5 mile radii by 10-12.5% by 2009. Households are projected to grow by 11-12.7%. Antioch's age profile is indicative of a family-oriented area though senior citizens constitute a significant share of the total population.

The area has a desirable income profile with the median income of \$62,000-65,000 and 37-40% of all households earning over \$75,000. These are within the desired range for most chain stores. However, as indicated in the table above, population density decreases considerably the farther out from Antioch, because of the lakes in the area.

A more detailed demographic profile of Antioch and these areas is found in the Appendix.

II. Antioch and Route 83 Corridor Businesses

A. Antioch Businesses

As of 2002, the largest number of employers in Antioch was in the construction industry, followed by retailers, professional services and eating and drinking establishments. The table below shows the number of businesses by category.

Antioch Zip Code Businesses by Category - 2002

Sector	# of Establishments
Retail	88
Eating and Drinking	49
Finance and Insurance	27
Real Estate	17
Professional and Scientific Services	52
Medical and Social Services	22
Manufacturing	41
Wholesale Trade	29
Construction	105
Transportation and Warehousing	18

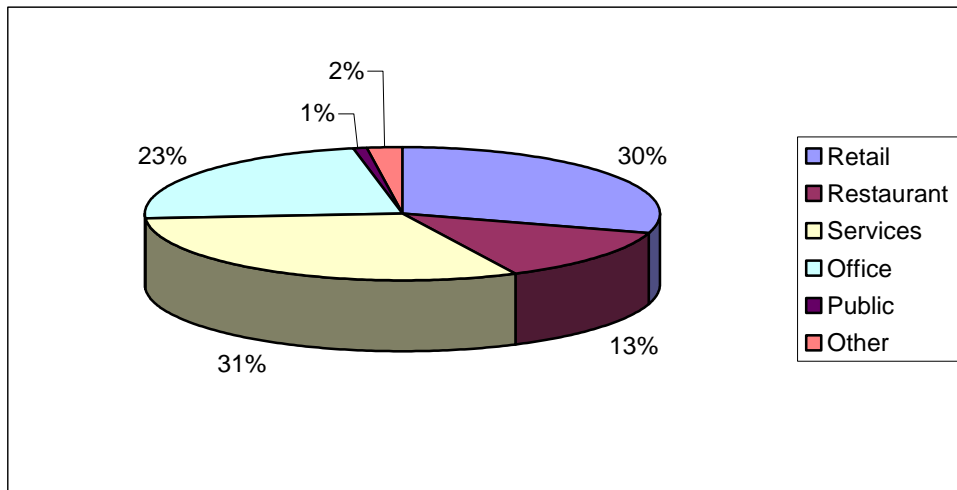
Source: County Business Patterns

The Appendix includes further details of employers by industry. Only one employer, a bank, had more than 100 employees. The vast majority of Antioch's firms have fewer than 10 employees.

B. Route 83 Corridor Businesses

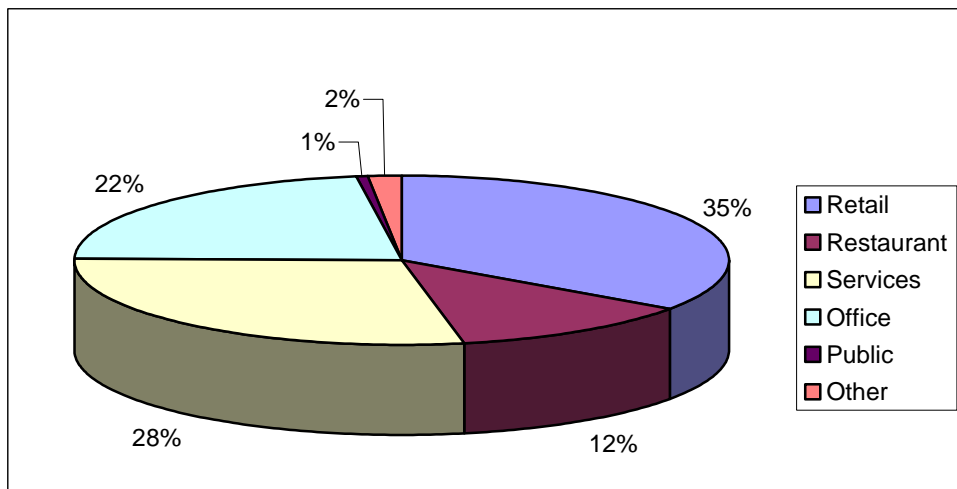
The following graph shows the distribution of businesses by type, excluding those in the industrial area. Of the 238 businesses in the corridor, 31% are in services, 30% are retail, 23% are in offices and 13% are restaurants. In the core Downtown area (Main, Lake and Orchard Streets), retailers accounted for 35% of the 130 businesses, followed by services, office users and restaurants as shown in the graph below.

Route 83 Corridor Businesses by Type*



* Excludes industrial area

Downtown Businesses by Type*



* Includes Main, Lake and Orchard Streets

Source: Valerie S. Kretchmer Associates, Inc. field survey, Summer 2005

III. Residential Market

A. Residential Trends in Antioch

Antioch has had a high level of residential development over the past 5 years with 1,317 residential permits issued for an average of 263 per year, only 12 of which were for multi-family units. The table below shows the trends.

Antioch Residential Building Permits, 2000-2004

Year	Single-Family	Multi-Family	Total
2000	129	40	169
2001	180	0	180
2002	239	13	252
2003	270	4	274
2004	438	4	442
Total	1,256	61	1,317
Annual Average	251	12	263

Source: Northeastern Illinois Planning Commission.

According to Village staff, as of August 2005, the Village has:

- 2,840 platted lots
- 1,670 permits issued
- 1,170 remaining vacant lots

There are 10 single-family detached projects underway in Antioch with prices ranging from \$222,000-\$599,900 and 2 townhouse projects with prices from \$175,000-\$288,000. At this time there are no condominiums planned.

Single-family detached home sales in Antioch have been strong with over 350 sales per year in 2003 and 2004. The average sales price has increased 14.5% from 2003 to \$266,500 in the fall of 2005. Sales of single-family attached units (townhouses) were far fewer with only 36 existing units sold in 2004 with the average sales price as of fall 2005 at \$177,000 as shown below.

Existing Home Sales in Antioch, 2003-2005

Year	Single-Family Detached	Single-Family Attached
2003		
# of Sales	350	18
Avg. Price	\$232,813	\$160,916
2004		
# of Sales	357	36
Avg. Price	\$245,639	\$175,693
2005 thru 9/18		
# of Sales	291	25
Avg. Price	\$266,493	\$176,903

Source: Realty World

B. Residential Opportunities

Based on an assessment of residential product currently for sale in Antioch, their price points and similar projects in other Lake and McHenry County communities, VSKA has identified the following opportunities for Antioch along the Route 83 corridor.

- Condominiums for empty nesters, singles and childless households
- Townhouses for empty nesters, younger and middle-aged buyers

There have been no recent condominium projects in Antioch. This is a product that has gained favor in many suburbs, particularly those with a sizable senior (or about to become senior) population such as Antioch. There is potential demand for 30-50 units in one or more multi-story condominium buildings over the next 3-5 years. Since there is no precedent for this product, the first building may need to do more extensive education and marketing to attract the targeted buyers. The Pittman block is a likely location for such a buildings, as well as potential infill or redevelopment sites along the corridor or on the outskirts of Downtown.

A multi-story condominium building could be mixed-use with retail on the ground floor depending on its location. This type of building has been successful in many suburban Chicago Downtowns. If retail is included, care must be taken to keep the residential entrance separate from the retail entrances and separate covered parking must be included for the residential units. Some retail uses may not be compatible with the condominiums on the upper floors and issues such as hours of operation and type of business could have a negative effect on condominium sales if not handled properly.

New condominium buildings should have a mix of 1, 2 and 3 bedroom units with sizes from 800 square feet for the 1 bedroom to 1,600 square feet for a 3

bedroom or 2 bedroom plus den unit. Recommended price points as of early 2006 should be \$160-170 per square foot in today's dollars depending on the location, design and amenities, to keep them affordable for the Antioch market and competitive with other buildings in similar suburbs. A minimum of 1 covered parking space is needed for all units with additional outdoor spaces made available to buyers.

Antioch currently has 2 townhouse projects underway with a total of 201 units, 65 of which are sold as of December 2005. Neither project is along the Route 83 corridor. There will be demand for more townhouse units in Antioch as the community grows. Infill sites along the corridor and on the outskirts of Downtown are appropriate locations. Units can be designed to offer a more "urban" or town center feel than the suburban styles offered at the other projects. Additionally, units should have 2 and 3 bedrooms with 1,200-1,800 square feet at price points of \$140-\$160 per square foot in today's dollars depending on location, design and amenities. Depending on the availability of sites, the corridor could support 10-15 units per year over the next five years.

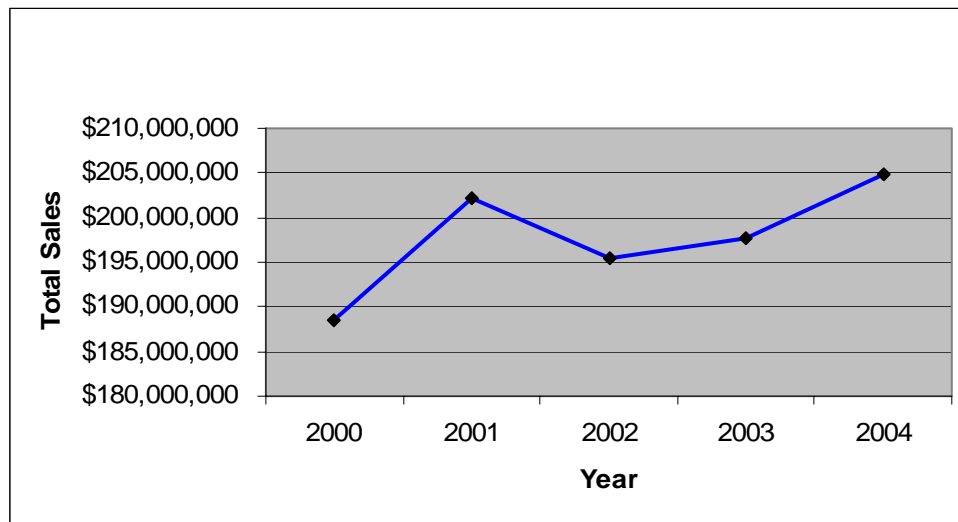
IV. Retail Market

A. Sales Trends in Antioch and Neighboring Communities

Antioch registered \$204 million in retail sales in 2004, an increase of 8.7% since 2000, though sales declined between 2001 and 2002 (as they did in many areas) and began a steady rebound in 2003. As of 2004, Antioch's retail sales started to show the impact of the new Wal-Mart Supercenter on Route 173. The full impact of that store will be felt in 2005's sales tax receipts.

The graph below shows these trends.

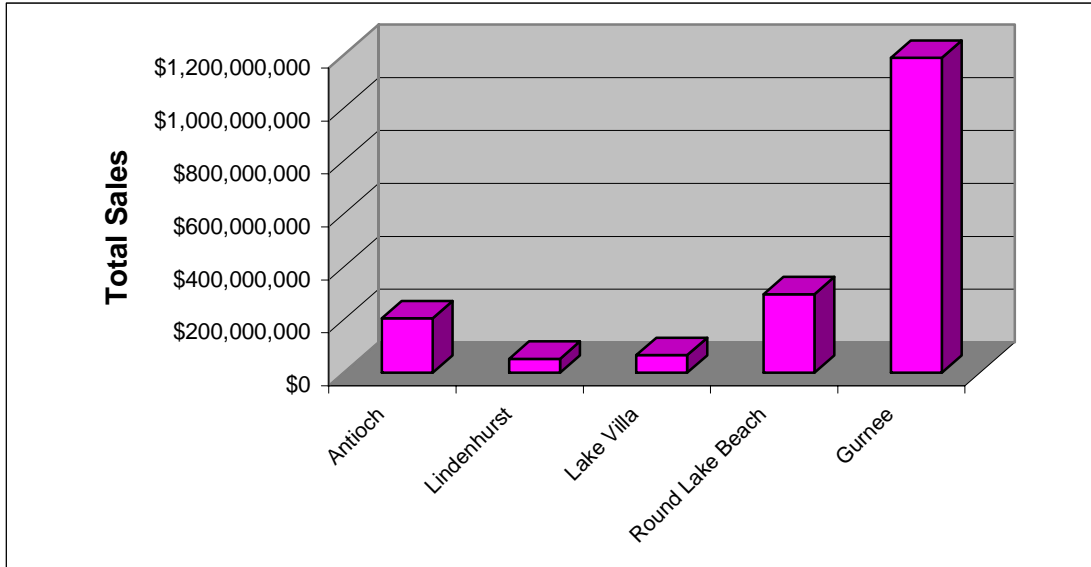
Antioch Total Retail Sales Trends, 2000-2004



Source: *Illinois Department of Revenue;*
Valerie S. Kretchmer Associates, Inc.

Sales were considerably higher in Round Lake Beach, though much lower in both Lindenhurst and Lake Villa, as shown on the graph below. Gurnee, the major retail shopping area for north Lake County had sales close to \$1.2 billion.

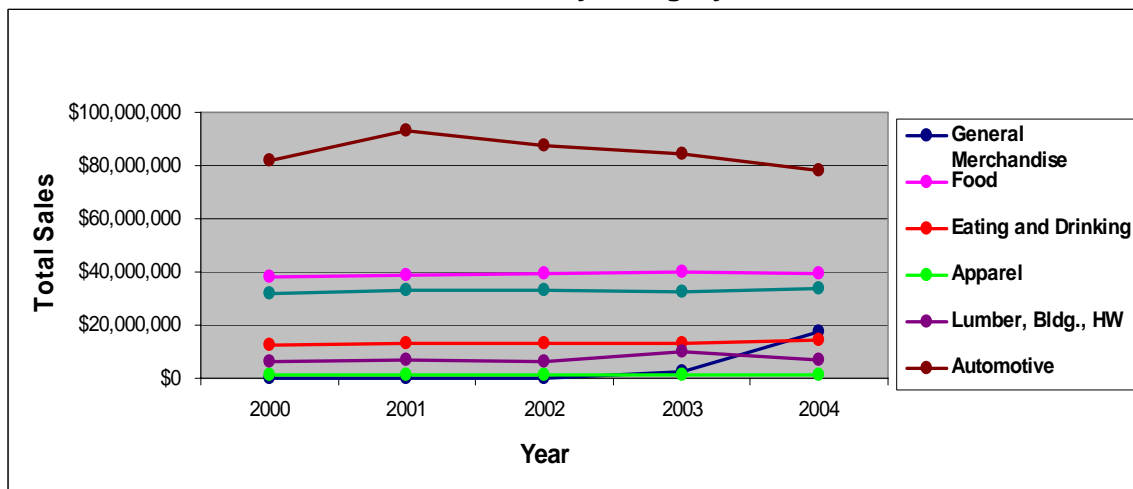
2004 Total Retail Sales in Antioch and Surrounding Communities



Source: Illinois Department of Revenue; Valerie S. Kretchmer Associates, Inc.

The graph below shows the trends by sales category for Antioch. Most retail categories were stable with the exception of the automotive category which dropped by 4.7%.

Antioch Retail Sales by Category, 2000-2004



Source: Illinois Department of Revenue; Valerie S. Kretchmer Associates, Inc.

More detailed sales information for Antioch and the surrounding communities is included in the Appendix.

B. Retail Sales Potential

The table below shows the retail sales potential for the 3 and 5 mile radii from Downtown Antioch for different categories of retail stores. More detailed data is included in the Appendix. These estimates are based on population, household income and expenditure data from the Bureau of Labor Statistics on retail expenditures by income and geographic area of the country.

2004 Retail Sales Potential for 3 and 5 Mile Radii from Downtown Antioch

Category	3 Mile Radius (\$ millions)	5 Mile Radius (\$ millions)
General Merchandise	\$29.8	\$56.9
Food	\$44.6	\$85.3
Eating and Drinking	\$23.3	\$44.6
Apparel	\$11.9	\$22.7
Furniture, Household, Radio	\$11.6	\$22.3
Lumber, Building, Hardware	\$10.8	\$20.6
Automotive	\$78.5	\$150.1
Drugs and Miscellaneous Retail	\$18.8	\$35.9
Total	\$229.4	\$438.5

Source: Demographics Now; Valerie S. Kretchmer Associates, Inc.

There is a sales potential of \$229 million from residents living within 3 miles of Downtown Antioch and \$439 million from residents living within 5 miles of Downtown. While recognizing that people shop in many places (e.g., near home, work, on vacation), the spending power from residents of these market areas exceeds the retail sales in Antioch in 2004. This indicates that there is additional opportunity for new stores and restaurants to keep Antioch residents shopping locally instead of in Pleasant Prairie, Round Lake Beach or Gurnee. More detailed sales potential information by store category is included in the Appendix.

C. Retail Stores

Prior to the opening of Wal-Mart, there was an estimated 300,000 square feet of retail space in Antioch. The addition of Phase I of the Wal-Mart center and Phase II will add another 450,000 square feet of retail space here. Other big box stores are also looking at sites in Antioch.

The table below shows the number of retail stores in Antioch as of 2002 by retail category. This number is likely higher today given the new construction along Route 173.

2002 Retail Stores and Restaurants by Type for Antioch Zip Code

Automotive	16
Furnishings, Improvement, Home & Garden	20
Food and Drinks	11
Pharmacy and Beauty	3
Gasoline Services	11
Clothing	4
Miscellaneous Retail	23
Restaurants and Bars	36
Total	124

Source: County Business Patterns.

While there is the general perception that there are few stores in the Village, there are in fact a large number. However, people may perceive that quality, price and/or value are not what they are looking for. A detailed list of stores and restaurants by type is included in the Appendix. Miscellaneous retail includes stores selling jewelry, sporting goods, books, flowers, cards, gifts, pet supplies, sewing goods, etc.

Downtown Antioch has 45 retailers and 16 restaurants as of a Summer 2005 field survey. While there are several larger stores, notably those in Antioch Shopping Plaza and Hannah's, most of the stores are small. The footprints of most Downtown buildings are not suited to large tenants. Over the past year, Downtown has seen a number of new entrepreneurs open businesses along Main and Lake Streets.

D. Corridor and Downtown Retail Opportunities

The following are some opportunities and items that need to be addressed to improve the retail environment and attract quality tenants to the Route 83 corridor and Downtown.

- Improvements are needed on some Downtown buildings. Some buildings are not well configured for current retailers' needs, e.g., long and narrow stores with limited visibility from major streets. Other landlords may be trying to lease space "as is" with the tenant responsible for all of the improvements to the store. Small entrepreneurs cannot afford these additional costs and chains insist on real estate in "plain vanilla shell" condition (where a tenant can move in without any work beyond painting and decorating.) Poor quality space, no matter how inexpensive, is difficult to lease to quality tenants.
- Expand Downtown's boundaries to include Orchard Street and Lake Street west to Hillside and improve connections along these streets and the Metra station.
- Evaluate redevelopment and rehabilitation opportunities Downtown, including Antioch Shopping Plaza. The latter occupies a large piece of land that could be better integrated into Downtown, and its appearance enhanced.
- The Pittman block has ground floor retail potential and is a prime site for a mixed-use development with retail and possibly restaurants on the ground floor. This is the Village's primary location for new retail space Downtown. However, the ultimate configuration of such a development may result in some space not as well suited for retail but suitable for service uses.
- Building design is an important factor in leasing new space. The Depot Center is evidence of this.
- Many of the chain stores that typically occupy space in other suburban Downtowns or in strip shopping centers find the population density in and around Antioch too low at present to justify a store here. However, the expected population growth should be sufficient to change these perceptions. Marketing to these chains with updated information is needed.
- A healthy Downtown business district should have both local entrepreneurs and chain stores to provide a mix of businesses for everyday shopping, as well as specialty and unique stores.

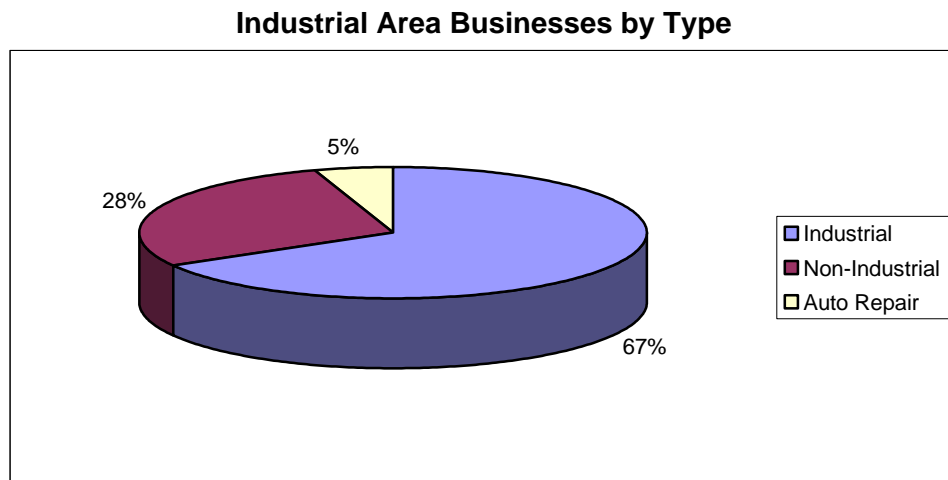
V. Office Market

Antioch currently has a very limited amount of multi-tenant office space and the existing space is of relatively low quality. Much of the space occupied by professional, business, financial and health care services is owner-occupied and/or in houses that have been converted to offices. Since Antioch is not a regional office location and does not have highway visibility, the demand for additional office space will grow based on population growth in the area.

Demand for additional high quality, multi-tenant office space Village-wide over the next 5 years is estimated at 20,000-25,000 square feet. Demand will be higher with anchor users such as a bank or medical group that might build or own their own building. Downtown and the Route 83 corridor can capture a portion of this demand.

VI. Industrial Market

The Antioch industrial area has 39 businesses, 67% of which are true industrial firms, 28% are non-industrial and 5% are auto repair, as shown in the graph below. Some non-industrial businesses have chosen this location because rents are cheaper than in offices or stores in the area.



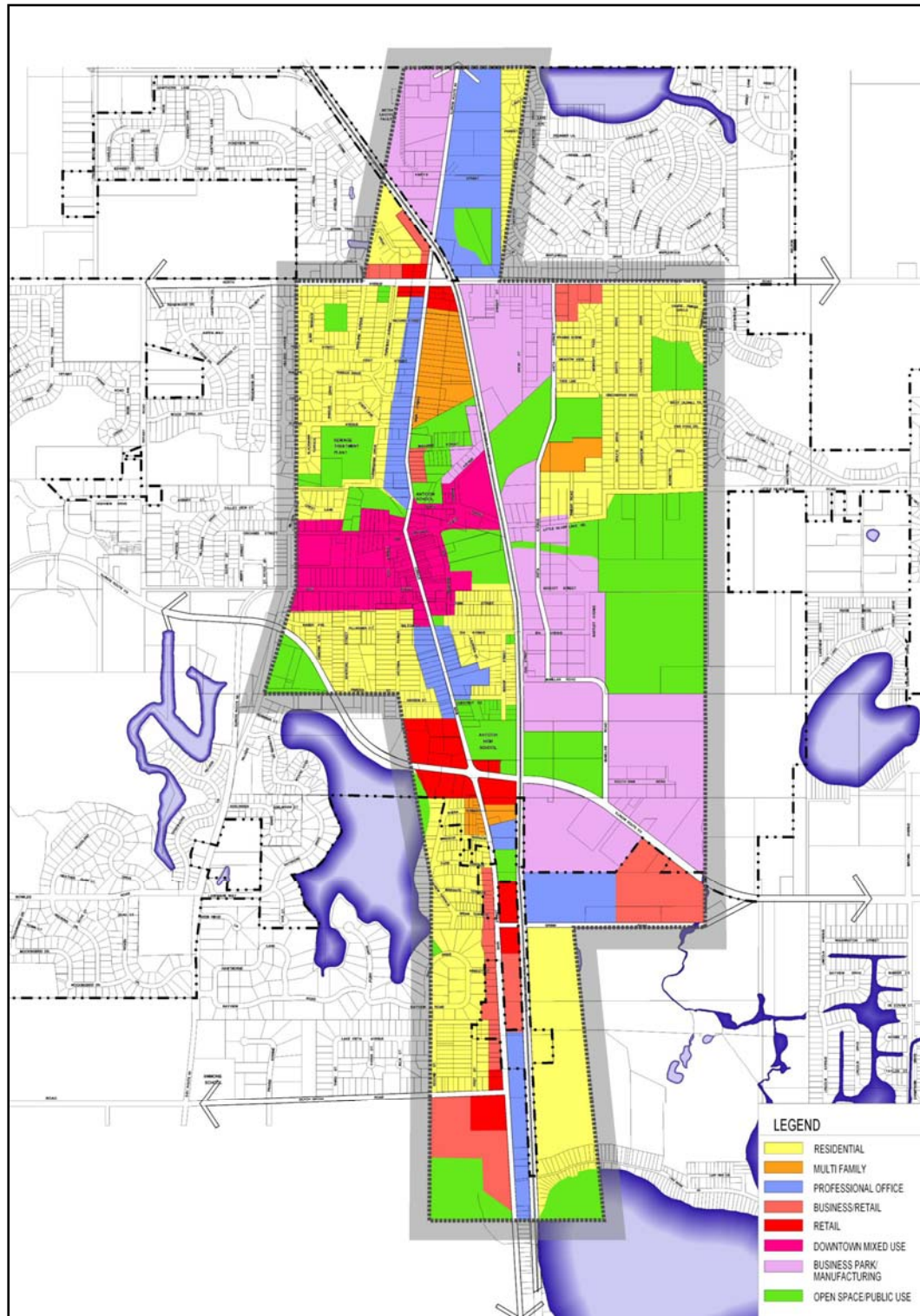
Source: Valerie S. Kretchmer Associates, Inc. field survey, Summer 2005

The Antioch industrial market is a localized one for smaller companies. Infrastructure improvements are needed to improve the long-term viability of the area. Problems needing to be addressed include flooding, poor road conditions, truck accessibility and general poor appearance in the area south of Depot Street.

Modern industrial space at the north end of the Route 83 corridor has been successful in attracting tenants, some of which are industrial. Higher standards should be required for new industrial development and redevelopment. Given the limited amount of industrially zoned land in Antioch, the Village should keep what is already zoned for industrial rather than re-zoning for commercial or residential use.

Land Use Plan

Based upon existing land use conditions and the results of the market assessment for Antioch, the following land use plan was created for the study area.



Proposed Land Use Plan

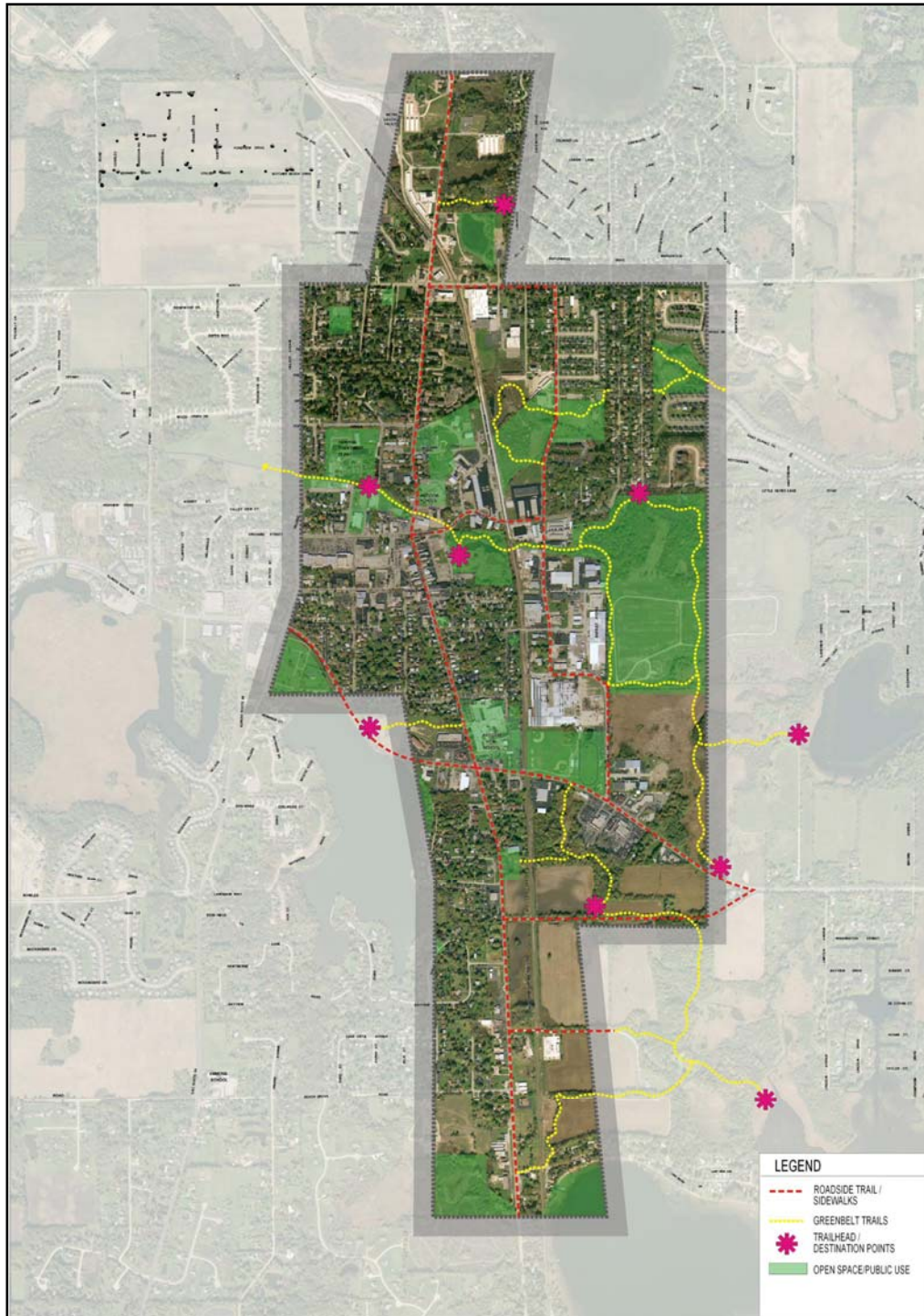
For the purpose of the general land use plan, eight land use categories were incorporated; Residential, Multi-Family, Professional Office, Business/Retail, Retail, Downtown/Mixed Use, Business/Manufacturing and Open Space/Public Use.

The following rationale was used to determine the configuration of the land uses:

- The land use plan identifies the intersections of major roadways for concentration of the retail uses.
- Professional Office shall be allowed along the frontage of Route 83 as well as the conversion of residential homes facing Route 83 to Professional Office
- The existing industrial area for the Village should be maintained and visually enhanced to attract new business
- Residential neighborhoods around Downtown should be maintained to preserve the residential quality and population adjacent to Downtown
- The Downtown of Antioch should accommodate a mix of uses from office, retail and restaurants to residential condominiums in order to encourage a variety of activities and energy Downtown.

Open Space and Trails Plan

The overall Study Area was also evaluated for potential greenbelt and trail connections. Existing trees, wetlands, lakes, schools and parks were evaluated. These existing characteristics and uses served as the foundation for determining the proposed locations for trails and greenbelts.

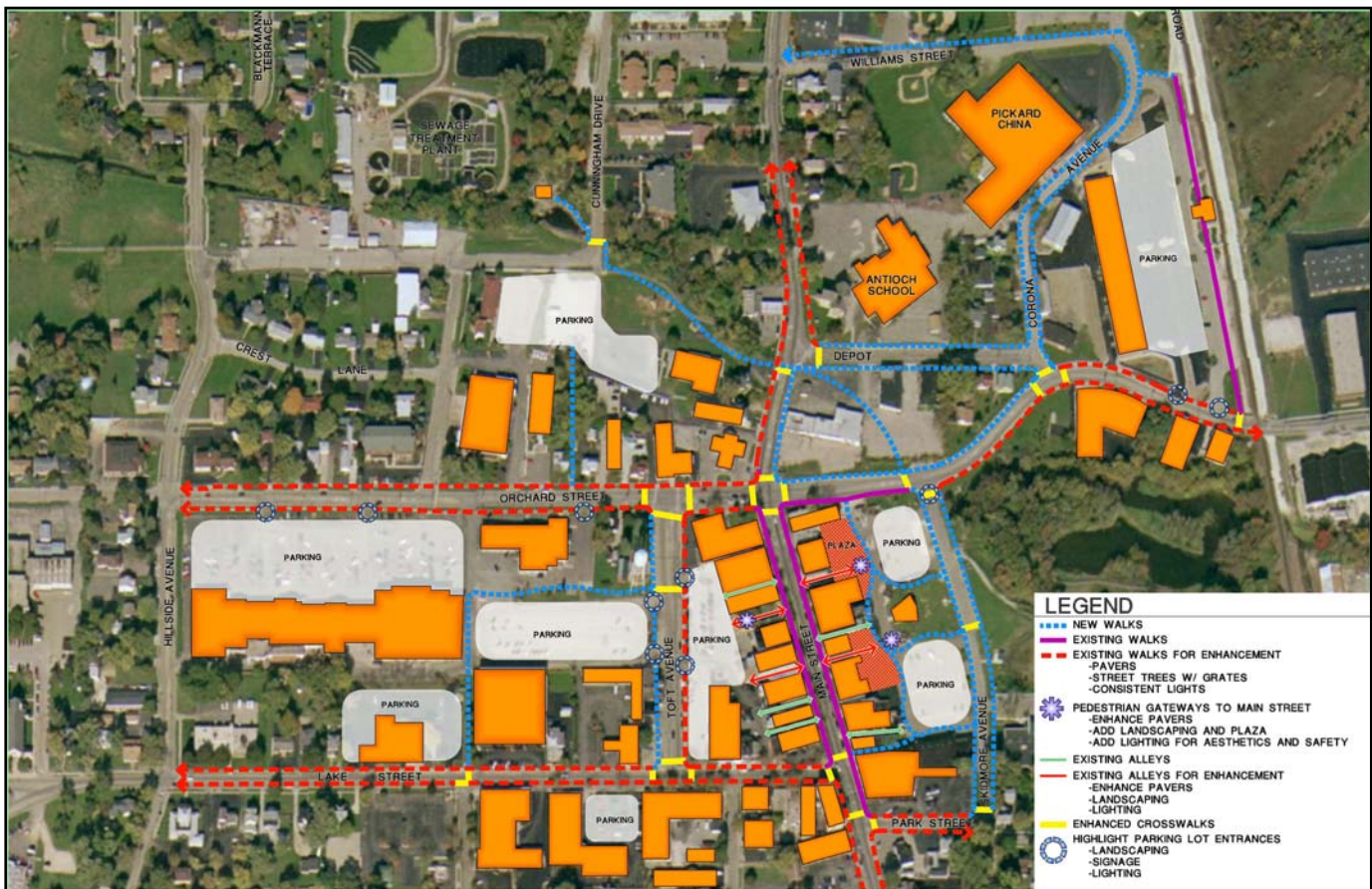


Proposed Park and Trails Plan

Downtown Antioch Analysis and Recommendations

Because of the complexities of the Downtown area, a more detailed analysis of the area was performed to analyze the circulation patterns and land use possibilities for Downtown.

As an initial exercise, the pedestrian circulation was evaluated for Downtown. The following diagram was prepared to illustrate the existing circulation patterns as well as proposed future walks, enhanced crosswalks and connections to existing trails.

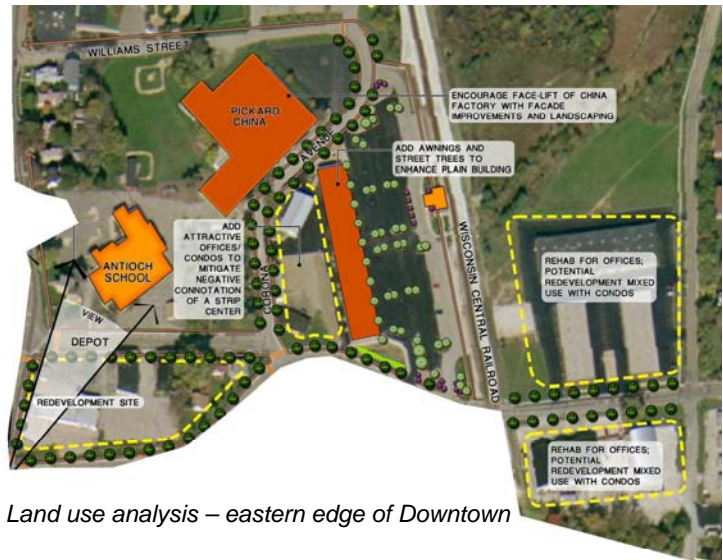


Pedestrian Circulation Analysis

Once the Downtown circulation was analyzed, a more detailed analysis of redevelopment sites and potential land uses was evaluated. The Downtown plan was broken into specific sub-areas for the purpose of studying specific opportunities and potential.



*Multi-story condo building –
Do not exceed 35 feet in Antioch*

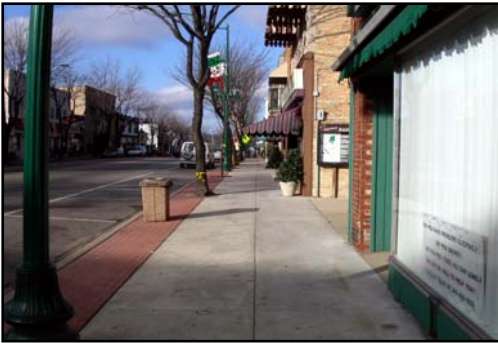


Land use analysis – eastern edge of Downtown

- The area around the Metra station holds potential for the addition of residential condominiums and/or professional office space.
- Redevelopment of the Pittman property provides a tremendous opportunity for economic and visual impact for the Village.
- Rehabilitation of the Pickard China plant and redevelopment of the block behind the train station strip center would improve the aesthetic impression of the area.
- Redevelopment of the façade of the strip center across from the Metra station would greatly improve the first impression of visitors to Antioch.



*On street parking
with parkway trees*



Main Street



Land Use Recommendations

- The sites adjacent to the wetland would provide an attractive setting for future residential condominiums with open space views.
- The rear façade of Main Street should be treated as two sided retail due to the extent of public activity surrounding the band shell. Consider pedestrian plazas and continuous walks to promote safe pedestrian activity around the band shell. Break up parking lot and screen storage and trash enclosures.
- Consider reconfiguration of Skidmore Avenue to add green space in front of band shell.
- Add street trees at 50' on center along all Downtown roadways.
- Add landscaping and buffers along edges and within parking lots.
- Enhance the alley connections from the parking lot/band shell area to Main Street with landscaping, additional lighting and pavers.
- Consider redevelopment of current Village Hall site for retail and/or residential condominiums.
- Rehabilitate building facades to historic standards.



Western edge of Downtown - Observations and Recommendations

- Add pedestrian connection between Downtown and the existing shopping center to the west.
- Consider relocation of gas station and automotive repair site Downtown to provide site for retail development.
- Provide pedestrian link from parking behind police station to Downtown for special events.
- Add landscape along perimeter and within all parking lots.
- Redevelop existing shopping center site or rehab façade with updated architecture, consistent signage and pedestrian scale elements.
- Add consistent street trees, site furnishings, light fixtures and sidewalks to match Main Street appearance.



Proposed enhancement to Lake Street



Overall Land Use Plan

Redevelopment Analysis

As a part of the Route 83 Corridor Study, analysis of key redevelopment sites was performed to provide an illustration of the Village's vision for the selected sites. Due to the interest and passion surrounding the redevelopment of the Pittman site and the areas surrounding the Metra train station; these areas were selected for detailed site planning.



VIEW OF VILLAGE HALL



MAIN AND ORCHARD INTERSECTION



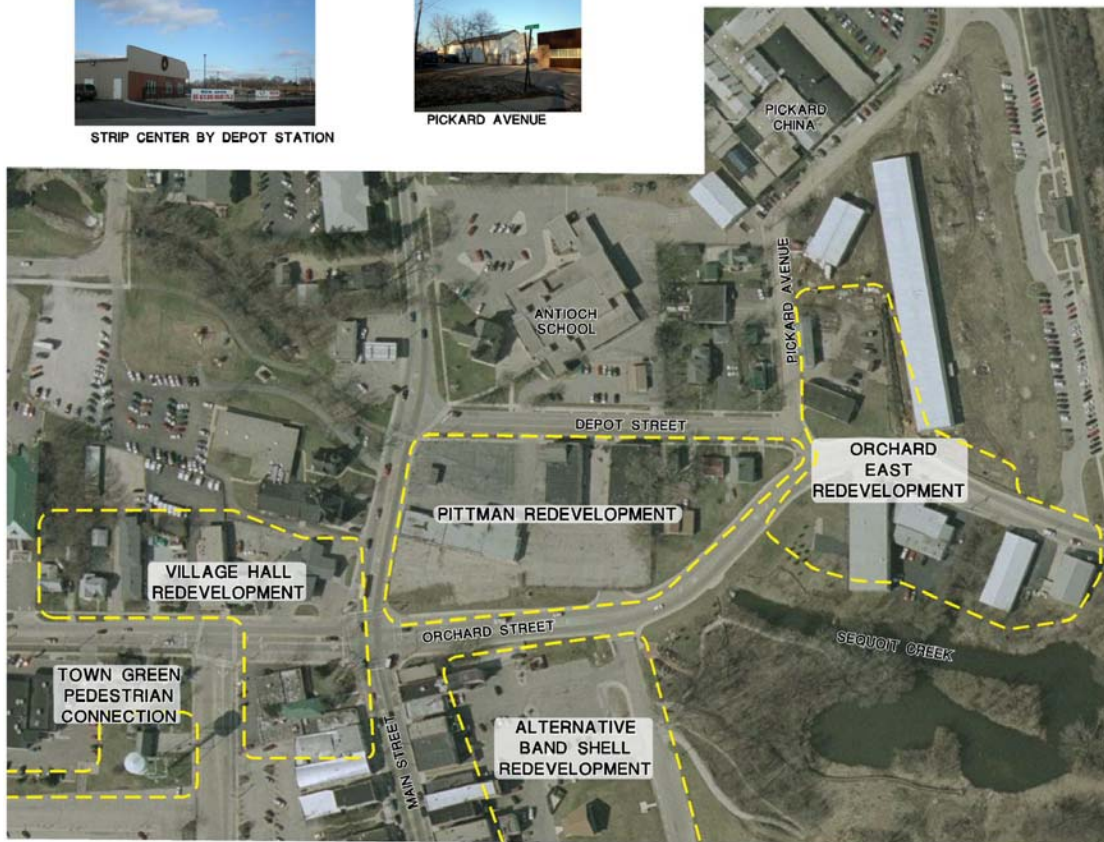
PETROL STATION AND CHURCH



STRIP CENTER BY DEPOT STATION



PICKARD AVENUE



PARKING OFF SKIDMORE AVENUE



VIEW OF THE BAND SHELL

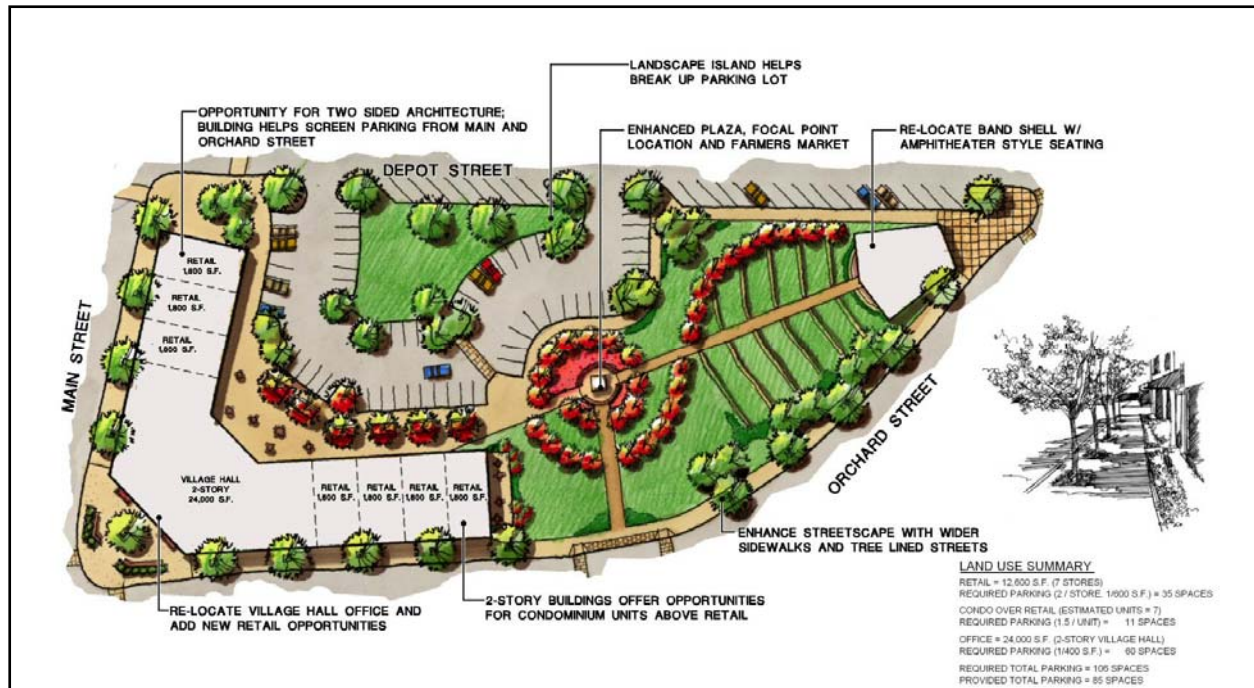


EXISTING PITTMAN TRACT

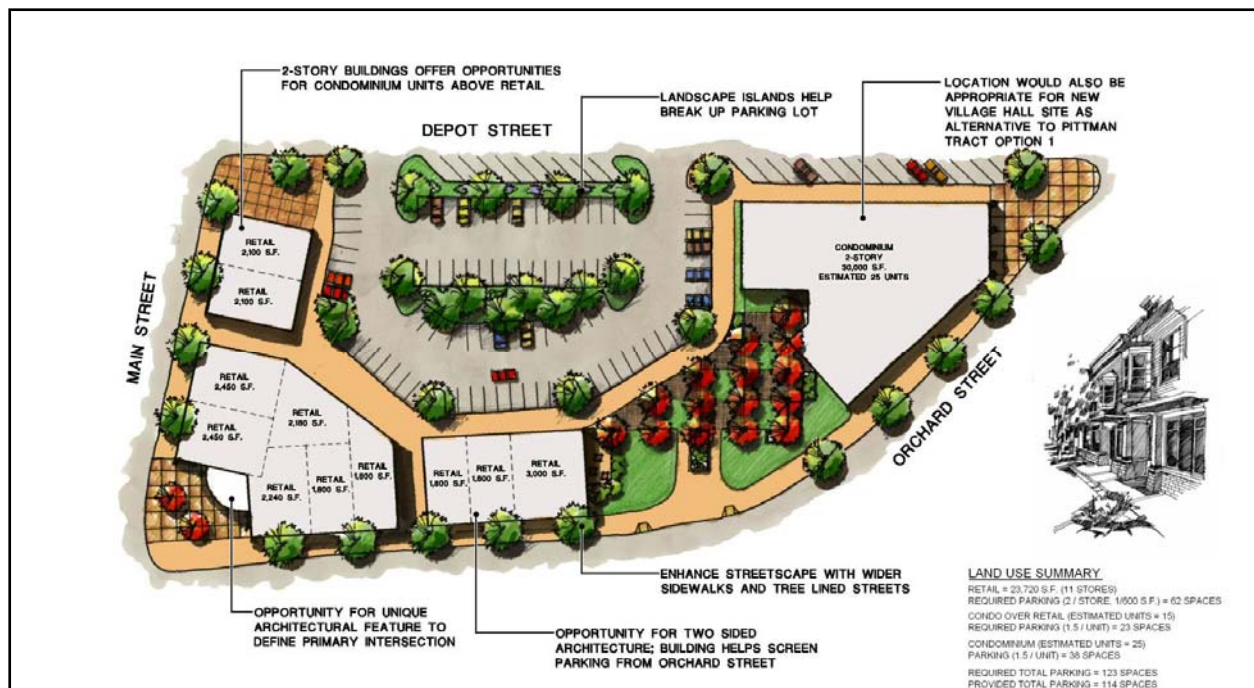


VIEW DOWN ORCHARD STREET

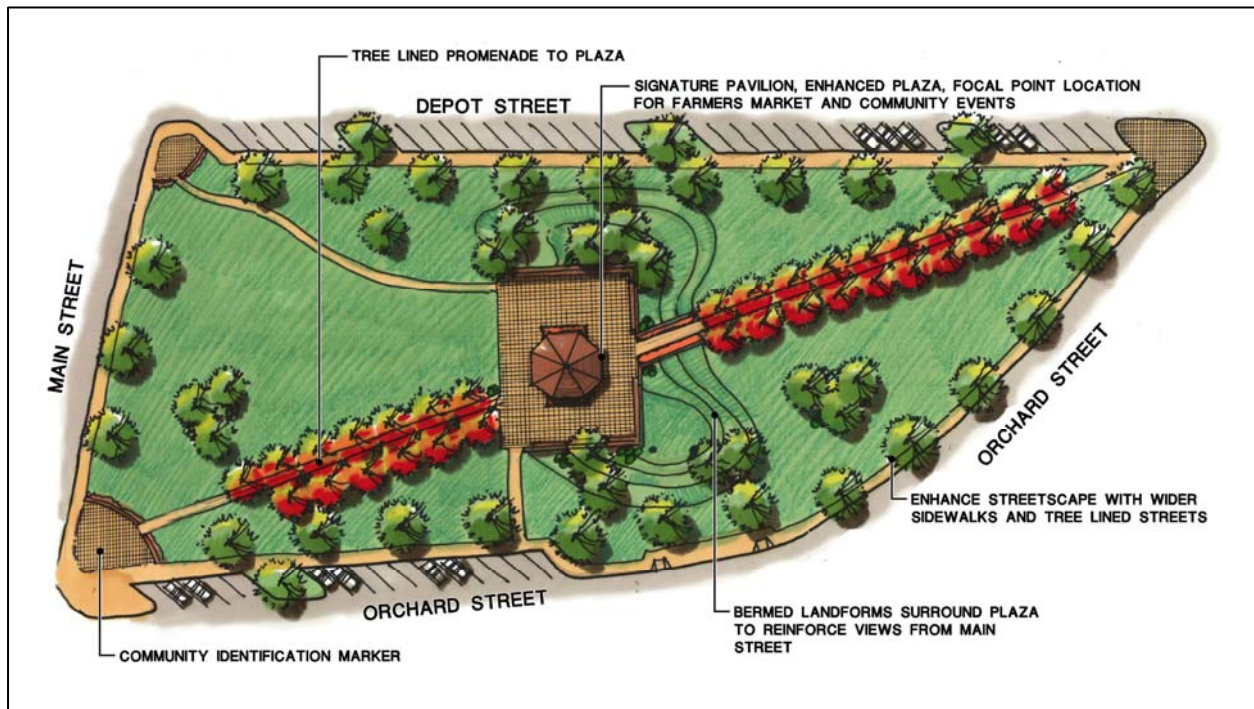
Utilizing feedback and direction from the Village, two alternatives were created for the Pittman Tract.



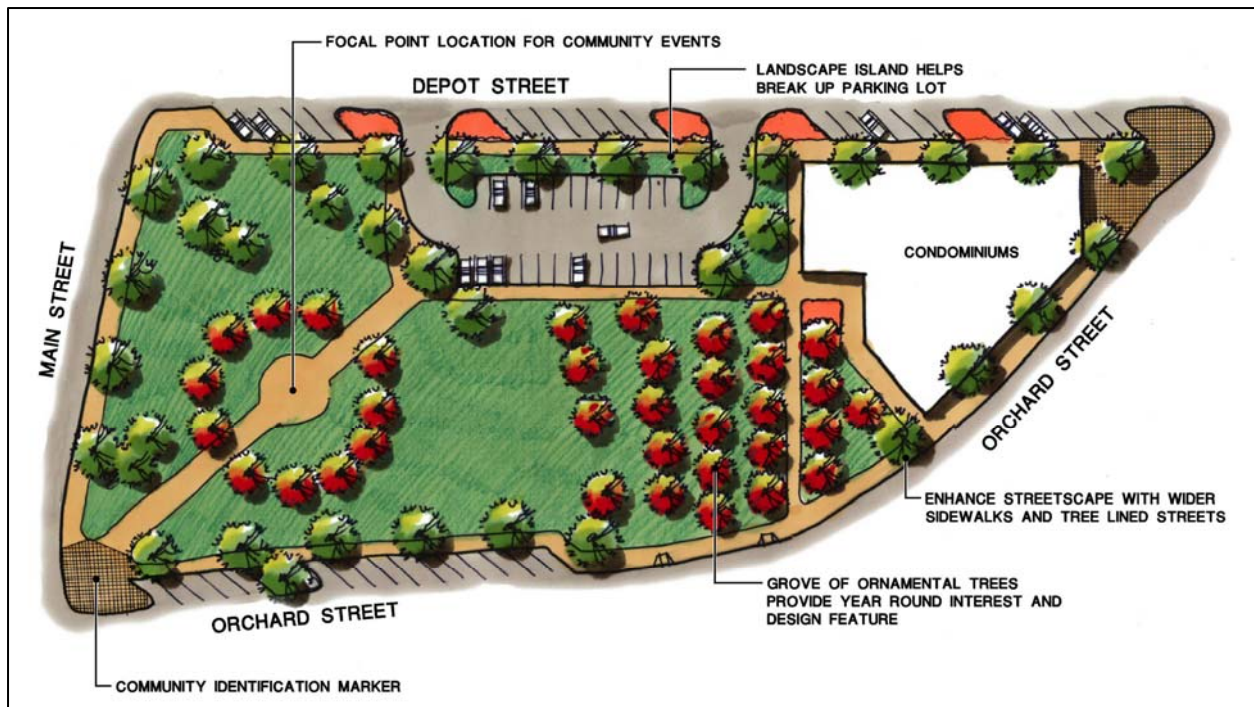
Pittman Tract – Option 1



Pittman Tract – Option 2



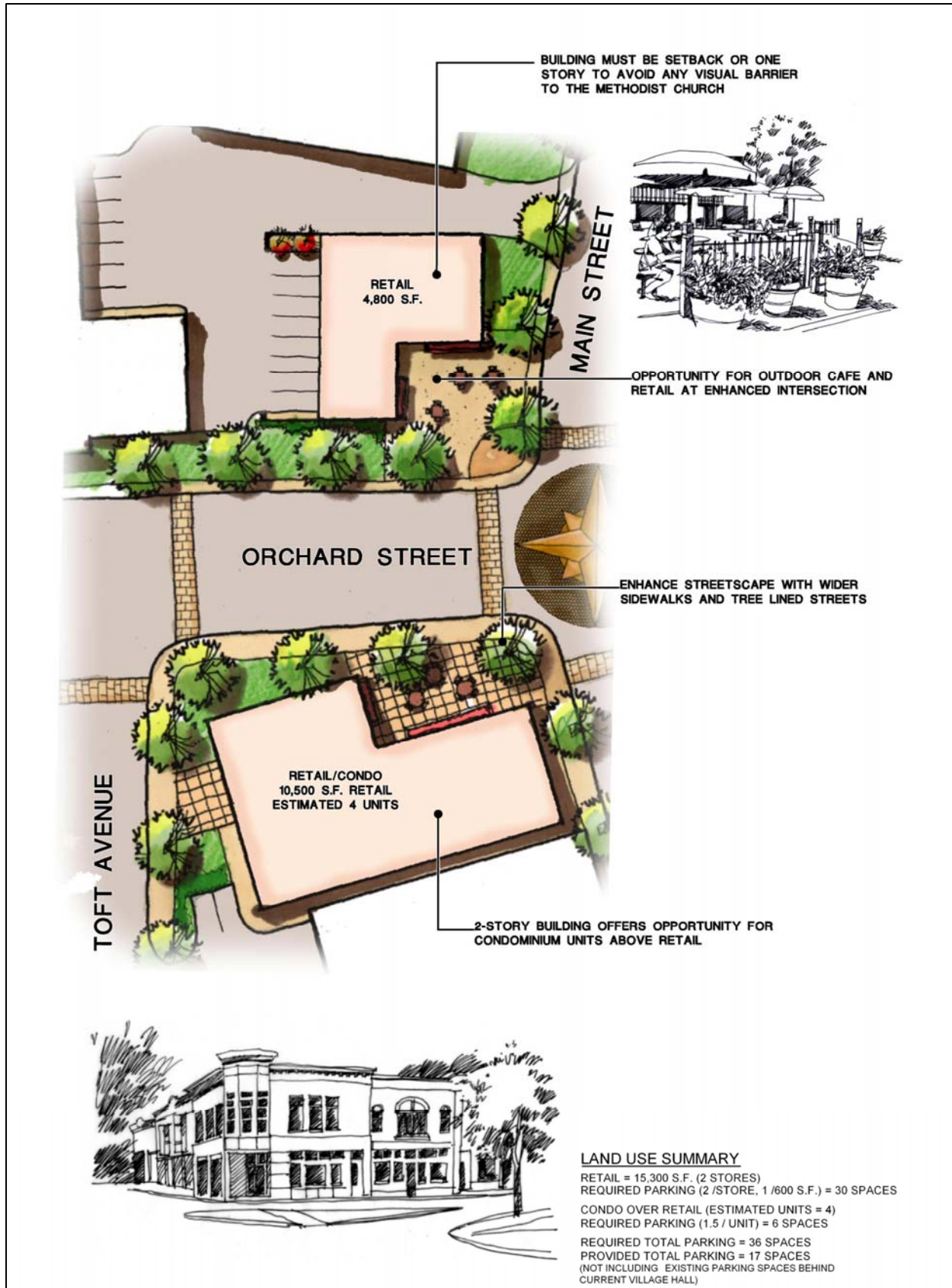
Pittman Tract – Option 3



Pittman Tract – Option 4



East Orchard Redevelopment Alternative



Village Hall Redevelopment Alternative



Town Green Pedestrian Connection Alternative

The conceptual drawings included within this chapter on downtown analysis represent alternative scenarios for redevelopment. As such, they provide guidance to the Village in the long-term. Additionally, they identify opportunities within the downtown for today's owners and potential buyers. The drawings are intended to suggest possibilities, rather than limit the flexibility of current and future elected and appointed officials. As such, they were developed by the Consultant team based on comments from members of the public, the Plan Commission and the Village Board. What ultimately is built on any site within the downtown will depend on many factors including market forces, economic conditions, environmental remediation, flooding issues, soil conditions, adequacy of municipal infrastructure, availability of transportation, state or federal regulations, the Building Code and the Zoning Code.

Design Guidelines

In an effort to encourage design consistency between the Route 83 corridor and the Route 173 corridor, it is recommended that the previously prepared Design Guidelines be referenced for all new development projects in addition to the guidelines stated herein. The Route 173 Design Guidelines address specific and general design criteria for items including but not limited to:

- Building Orientation
- Parking Lot Design
- Architectural Façade Treatments
- Awnings
- Building Massing
- Circulation
- Roof Treatment
- Environmental Considerations
- Signage

Because several new factors and considerations apply to the Route 83 corridor, additional guidelines have been prepared for the corridor and are contained within this chapter of the Corridor Study. These additional criteria should be considered as cumulative to the existing Design Guidelines for Route 173.

New Commercial Construction – Downtown Architecture

When new commercial construction is built within the existing Downtown streetscape, it should be compatible in height, proportion, setback, and exterior materials with adjacent historic buildings. However, whenever a conflict occurs between the Design Guidelines and the Life Safety Codes, the Life Safety Codes take precedence.

Facades

- Multi story new buildings should be designed with a projecting brick string course or change in brick pattern to identify the separation of floors.
- Building corners should also have brick offsets or projections to provide architectural interest.

Materials

- All new construction shall be 100% brick masonry on all four sides
- Stone may be used as an accent for variety
- Wood or simulated wood products should be used only for window and door frames
- Wood, metal, tile or fiberglass may be used to create detailed cornices at roof lines and provide architectural accents
- Painting over brick is discouraged

Colors

- Primary building colors shall be muted, earth tones
- Primary colors are prohibited
- Contrasting colors shall be reserved for building accents such as trim, railings and entries and must be approved by the Village Building Department
- Traffic signal casings, poles and street light poles must be Hunter Green to match the street lights.

Roof Treatments

- Roof lines shall be varied for visual interest
- Detailed cornices, friezes and parapet walls are required for flat roofs and should be compatible in character with historically rehabilitated structures in Antioch

Windows

- The first floor of retail/business buildings shall have large display windows with transoms.
- Multi story buildings shall have vertically oriented windows on the upper floors, similar in size and proportion to historic windows found in Antioch.
- Upper level windows should have stone window ledges
- Upper level windows should be double hung wood sash with no muntins

Doors

- Ornamental doors with glass panels are encouraged.
- Retail or business entries downtown should be recessed with glass side panels and transom windows above the doors

Setbacks

- New buildings should be oriented toward the street
- Buildings should be set back no more than 5'-10' from the right of way, as necessary to create a 15' wide pedestrian walkway between the building and the street.

Landscaping

In an effort to enhance the aesthetic appearance and visual perception of Antioch, several key design standards are proposed for future development and redevelopment along prominent roadways within the study area boundaries.

Street Trees

All development fronting onto any of the following roadways within the Corridor Study Area shall provide street trees in accordance with the following standards.

- Route 83
- Lake Street
- Orchard Street
- Depot Street
- North Street
- Toft Avenue
- Skidmore Avenue
- Park Street
- Pickard Avenue
- Ida Avenue
- Anita Avenue
- McMillan Road
- Route 173
- Grimm Road



Street trees

Location

Street trees shall be located along the frontage of a property, a minimum of three (3) feet behind the curb. Utility locations, existing trees and proper sight distance should be considered in the planting of the street trees. However, the design intent is to create a formal, consistent line of parkway trees along the identified roadways.

Spacing

Street trees shall be planted at the rate of one tree for every fifty (50) feet of street frontage.

Size and Species

Street trees shall be a minimum of three (3) caliper inches measured three (3) feet above finished grade after planting. Trees shall be selected from the following species:

- Green Ash (*Fraxinus pennsylvanica*)
- Ginko (*Ginkgo biloba*) - specify male only
- Littleleaf Linden (*Tilia cordata*)
- Red Maple (*Acer rubrum*)
- Pin Oak (*Quercus palustris*)

Tree Grates

Where street trees are planted in an urban setting within walkways, tree grates are required for protection of the trees. A consistent tree grate style and design should be selected for all tree grates within the Village for a unified appearance.

The recommended tree grate per these design guidelines is as specified below or an approved equivalent.

East Jordan Iron Works, Inc., Catalog Model 8674 ADA, 48" Square, 2 piece frame, 48954010. Phone Number 1-800-626-4653 / www.EJIW.com



Tree grates

Intersections and Site Entrances

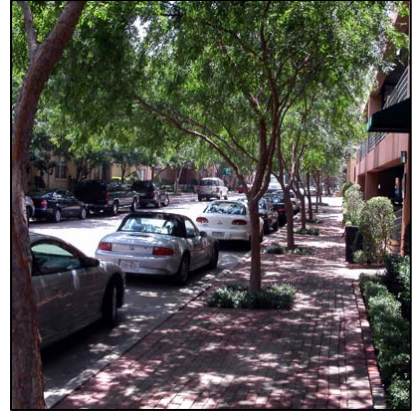
Intersections and development entrances should be identified with ornamental landscaping coordinated with the signage. Clearly enhancing the entrances with landscaping and lighting will help identify key access points and add to the aesthetic appeal of the Corridor.



Ornamental plantings accent entrance

Landscaping Adjacent to Buildings

- Incorporate planting beds into plazas to create shade and add human scale.
- Consider solar orientation.
- Consider evergreen trees to create wind-blocks against prevailing winter winds.
- Accent entrances and architectural elements with ornamental plantings.
- All landscape areas must be fully irrigated.
- Landscaped islands shall be planted with seasonal color and/or groundcover.
- Use plantings adjacent to buildings and along walkways to soften the experience.
- Mature trees should be pruned of branches up to 9 feet high to maintain safe pedestrian passage.
- Incorporate landscape beds and planters at key entryways and seating areas.
- Landscaping is encouraged at pedestrian crossings and seating areas. However, consideration should be given to vehicular/pedestrian sight lines.
- Explore opportunities to break up large expanses of pavement.



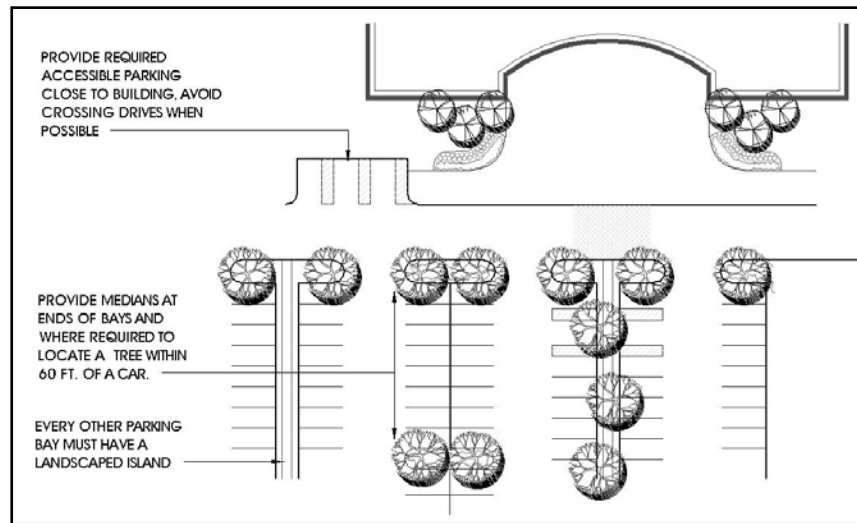
Plantings along building soften edge

Perimeter Parking Lot Landscaping

For new development outside of the Downtown zone, a 25' landscape buffer shall be provided for all parking lots associated with new development or redevelopment along the Route 83 corridor. The buffer yard shall be planted per the requirements of these guidelines for Perimeter Parking Lot Landscaping.

Landscaping shall be provided between parking areas, public right-of-ways and drives. The minimum landscaping required for this purpose shall be based on the measured linear footage that extends along the length of the property line (excluding driveways) adjacent to the public or private roadway. To determine the minimum quantity of landscaping, the following guidelines apply:

- one (1) shade or evergreen tree species per 50 linear feet.
- one (1) ornamental species per 20 linear feet.
- one (1), 5-gallon container size shrub per 4 linear feet.
- The specific location of trees and shrubs along the perimeter shall be designed by a landscape architect and submitted to and approved by the Village.



Medians are required between every other parking bay

Interior Parking Lot Landscaping

- Landscape islands are required at the terminus of each parking bay. Within each island, 2 shade trees or 2 ornamental trees shall be planted. The ground plane shall be seeded with grass, mulched or planted with groundcover.
 - Avoid more than 10 parking stalls in a row without a landscaped island.
- A 10 foot landscape median is required between every other parking bay. Landscaping within each landscape median shall include:
 - one (1) shade tree per 50 linear feet, or;
 - one (1) ornamental tree every 25 linear feet.
- A minimum of 25% of the landscape island ground plane shall be seeded with Bluegrass. The remainder shall be mulched or planted with groundcover.
- Every parking stall must be located within 60 feet of a tree.



Landscaped islands provide shade and break up long parking aisles

Unimproved Pad Sites

All portions of the development site not occupied by buildings, structures, vehicle access and parking areas, loading/unloading areas and approved storage areas shall be landscaped. Future building pads within a phased development shall be kept in a neat and orderly manner though no landscaping is required.

Detention and/or Water Quality Ponds

- one (1) shade tree shall be planted for every 30 linear feet around the boundary of the detention pond and/or water quality pond; and
- one (1) evergreen tree shall be planted for every 15 linear feet around the boundary of the detention pond and/or water quality pond; and
- one (1) large shrub (minimum 5 gallon size) shall be planted for every 4 linear feet around the boundary of the detention pond and/or water quality pond.
- Provide a landscaped berm (minimum 3 feet in height) around the perimeter of the pond.
- Required trees and shrubs shall be located to maximize the screening of the ponds.
- Reductions to the landscaping requirement for detention and/or water quality ponds will be granted by the Village for a facility designed as a site amenity feature, i.e. pond with fountain.

Substations/Water/Wastewater Stations

A 15 foot landscape buffer shall be provided in which the following shall be incorporated:

- one (1) large tree per 50 linear feet,
- two (2) evergreen trees per 30 linear feet,
- one (1) ornamental tree per 15 linear feet,
- one (1), 5-gallon container size large shrub per 4 linear feet,
- Loading areas shall be screened with a 3 foot landscape berm and landscaping or a solid 6 foot fence and landscaping.

Dumpster/Trash Receptacles/Outdoor Storage

All proposed dumpsters, trash receptacles, refuse storage containers and outdoor storage shall be located within an enclosure providing screening by means of combining the following landscape elements:

- Decorative masonry wall with a non-masonry gate, a minimum of 6 feet in height. The construction materials of the wall shall match material used on the principal building.
- Large shrubs and small trees shall be arranged as foundation planting around the perimeter of the pad area. One small tree shall be planted on each of the three sides of the enclosure, except the side where the gate is located. One (1) large shrub



Screen dumpsters with walls and landscaping

shall be planted for every 4 linear feet of wall constructed. The opening for the equipment however shall not be obstructed. Minimum shrub height at installation shall be 2.5 feet. The above landscape requirements do not apply when the enclosure is an architectural extension of a principal building or where service areas are not visible.

Ground Mounted Utility Equipment

All proposed ground mounted utility equipment shall be screened by planting one (1), 5-gallon large shrub for every 3 linear feet around the boundary of the equipment. Shrubs shall be a minimum height of 2.5 feet at installation.

- In residential developments:
 - Items requiring screening should be located on the rear or side yards when possible and should be integrated into the unit design.
 - Air conditioning units must be located behind a screen wall or planting hedge.
 - Utility meters must be located on side or rear elevations of the dwelling.



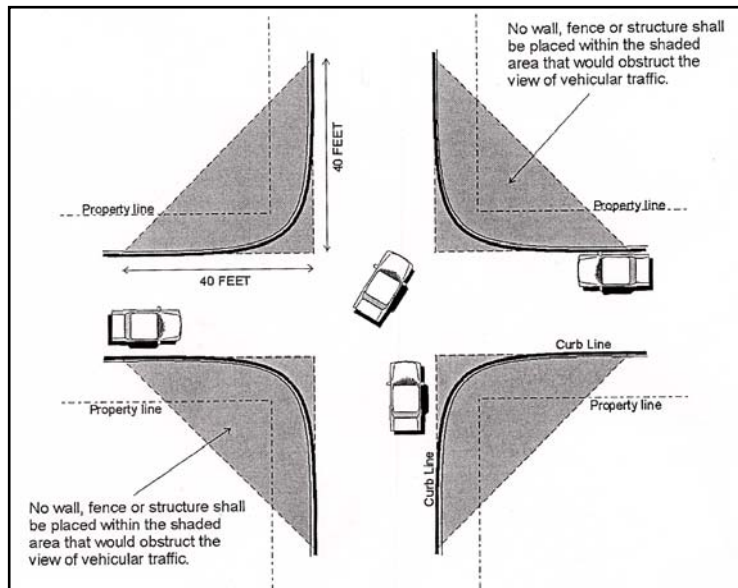
Place utility boxes at the rear of structures and screen with berms and/or landscaping

General Planting Requirements

Proper installation and maintenance of landscape plantings is essential to achieving the desired character along the Corridor. The following requirements specify critical considerations for landscape plantings.

- All newly planted trees shall be selected from the approved plant list and shall have the following minimum size at the time of installation. Sizes are consistent with definitions established by the Illinois Nurserymen's Association.
 - Shade tree species: 3 inch caliper
 - Evergreen tree species: 8 feet in height
 - Ornamental tree species: 6 feet in height

- At the time of installation, all shrubs planted for the purpose of screening shall have a minimum height of 2.5 feet measured from the top of the root ball to the top of the plant.
- No more than 50% of the trees and shrubs shall be from the same species.
- All landscaping shall be separated from vehicular use areas by some form of barrier such as raised concrete curbing, bollards, curb stops or other suitable permanent alternative.
- Landscaping shall not obstruct the view between access drives and parking aisles, nor shall any landscaping which obstructs views be located in the radius of any curb return.
- No artificial plant material may be used to satisfy the requirements of this section.
- In residential developments, planting strips should be in proportion to the width of the street and the building setbacks. Coordinate tree plantings with utility locations to avoid conflicts.
- At the intersection of two streets, or at the intersection of a driveway and a street, nothing shall be erected, placed or planted that will impede vision between the height of 3 feet and 10 feet above the curb within a triangle formed by the intersecting streets or street and driveway, and measuring 40 feet along the sides of the triangle that face the intersection. Triangle sides shall be measured from the face of the curb to the face of the curb at intersections and driveways.



Approved Plant List

Sight lines at intersection

The Master Plant List to be used by builders and developers is provided in the *Appendix*. The list has been established to assist in selecting species for landscaping lawns, improved open spaces and landscape buffers. The plants listed are generally suitable to conditions in the Antioch area. However, in selecting plants from this list, careful consideration should be given to their cultural requirements as compared to the particular conditions they must endure in a given location. Any soils or water tests necessary to determine the existing conditions on a particular site are the responsibility of the individual tract developer.

Site Furnishings

A palette of complementary site furnishings shall be used throughout the Corridor to provide continuity between developments. The palette includes the following furnishings: seating, planters, waste receptacles and street lights. When development occurs along the Corridor, the following furnishings or equivalent styles must be utilized in the site design and approved by the Village planning staff.

Seating/Benches

Outdoor seating should be constructed of materials that are durable and easy to maintain in order to best withstand the elements and vandalism. Where seating is designed to be affixed, provide a variety of arrangements (both linear and grouped), which may accommodate 2 to 6 people. Provide benches at major building entryways, drop-off areas and pedestrian courtyards and plazas.



Seating Alternative A

Waste Receptacles

Waste receptacles shall complement the other furnishings in the palette. Waste receptacles shall be provided at building entrances, intersections, plazas as well as other locations.

Bench and Waste Receptacle Specifications

Bench Specification for Alternative A:

Du Mor Site Furnishings, Model Bench 57, Redwood Finish, 6', Green Powder Coat (Du Mor Site Furnishings 717.436.2106)



*Waste Receptacle
Alternative A*

Trash Receptacle Specification for Alternative A:

Du Mor Site Furnishings, Model Receptacle 124, Redwood Finish, Green Powder Coat

Bench Specification for Alternative B:

Sitescapes, CityView Cast End Backed Bench CV1-1010-PF, 6', Forest (Green) (sitescapes 888.331.9464

www.sitescapesonline.com)



Seating Alternative B

Trash Receptacle Specification for Alternative B:

Sitescapes, CityView Flat Top Receptacle CV2-1000-PF, Forest (Green)



*Waste Receptacle
Alternative B*

Light fixtures

Developing a family of lighting fixtures is critical to successfully developing a consistent style throughout the Corridor. As a prominent element in the landscape, during the day and night, lighting must respond to a number of design criteria, including:

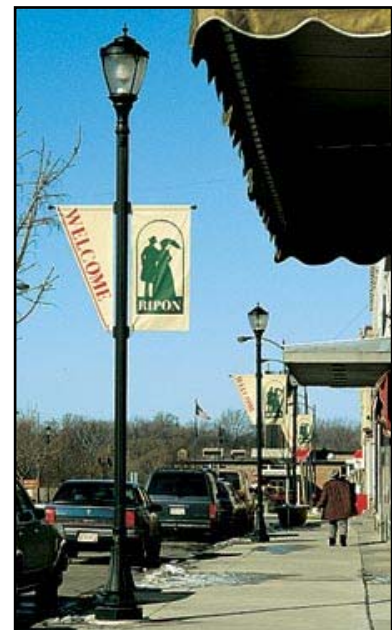
- The Village standard ornamental street light should be utilized along the Route 83 Corridor from Downtown north to North Street and south to the intersection with Route 173.
- Banner attachments should be added to the light poles, allowing for seasonal banners and as a consistent element pronouncing the arrival to Downtown Antioch.
- Lights should be pedestrian in scale; larger lighting applications such as traffic lights shall incorporate a detailed base which provides interest at the pedestrian level and shall match the color of the decorative streetlights, which are Hunter Green.
- Highlight interesting architectural or landscape elements with the use of accent lighting.
- Light fixtures attached to buildings shall be consistent with the style of the lighting family and compatible with the architectural style.
- Creatively utilize lighting to emphasize design elements, including entry signage and public art.
- Fixtures shall be appropriately shielded so that the light source is not directly visible from public roads or adjacent properties.



Village Standard Street Light



The variety of lighting applications should be selected from a family of compatible fixtures



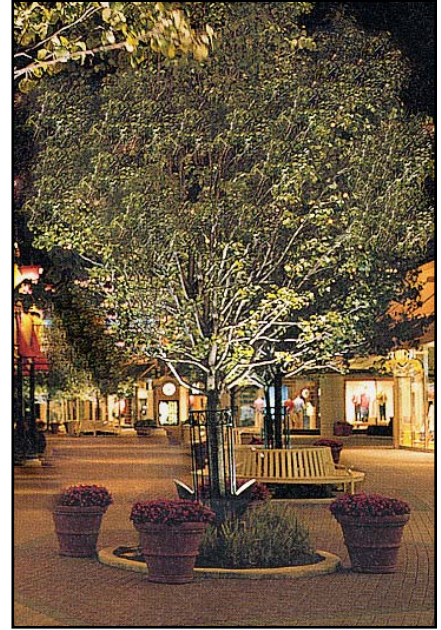
Banner Attachments

- Aesthetic and other non-security lights shall be placed on timers which are set to turn off during non-peak hours of the evening.
- Indirect light designs should limit light pollution onto surrounding properties.

Public Art Program

Incorporating outdoor sculptures, fountains and other artwork is encouraged. Such elements and features help establish strong visual identities for individual facilities and greatly enhance the unique character of Antioch.

- Artwork should have relevance to the Village of Antioch; past, present or future.
- The placement of artwork shall be visible to users within the Corridor; either as vehicular or pedestrian way finding references.
- Accent public open spaces with sculptures or fountains to give added community character.



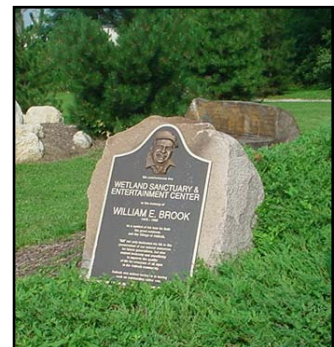
Utilize lighting to emphasize design elements and special features



Fountain provides focal point



Sculpture incorporated into building architecture



Utilize sculpture to add community character

Signage

For the purpose of this Route 83 and Downtown Corridor Study, signage treatment will be critical to the overall aesthetic enhancement of the study area. Please refer to Principle 14, Create A Cohesive Signage Program, within the previously performed Route 173 Corridor Study Report for additional specific guidelines and design criteria for new signage proposed within the Route 83 Corridor Study Area.

- Window signs should not cover more than 25% of the display window
- Signage should be designed as an integral part of the building. The sign should be located based upon architectural features of the building.
- Signs attached to buildings should not dominate the façade or distract from the architectural street scene.
- Signs with individual letters are encouraged over panel signs
- Plastic cabinet signs or internally illuminated signs should be prohibited

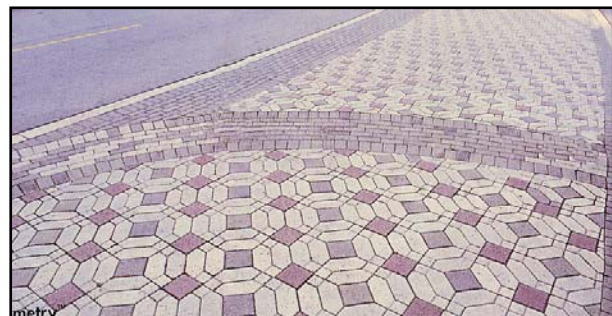
Additionally, it is recommended in this study that the Village modify the existing sign ordinance to better define the sizes, types and locations of signs desired for Antioch. It is recommended that the proposed guidelines be utilized as the framework for revising the ordinance.

Paving Materials

For all pedestrian crosswalks, urban walkways and pedestrian plazas, decorative pavers and or stamped concrete is encouraged to notify motorists of pedestrian areas and add aesthetic appeal to the spaces.



Crosswalk delineated with paving and bollards



Enhanced paving delineates crosswalk

Design Guidelines Recommendation

This report includes recommended regulatory changes for building materials, height, setbacks, the location and design of parking lots, which influence the appearance of new construction. Other sections of this report include guidelines for new construction concerning: landscaping, detention ponds, substations, trash receptacles, outdoor storage, utility equipment, site furnishings, lighting, signage and paving materials. We recommend that for new construction within the Downtown overlay district, the Village should adopt the design guidelines for the Route 173 corridor pertaining to building orientation, facades, roof treatment, materials, colors, scale, entrances, circulation, courtyards, plazas and site design components.

When developers contact staff, they should direct them to the images in this report showing historically significant buildings, rehabilitation examples and desired design criteria so that developers understand the character that the Village wants new construction to emulate.

Rehabilitation Guidelines

The appearance of any structure can be greatly enhanced by making improvements that are consistent with its historic character. No matter how simple the design or modest the materials used, identifying and preserving the original design intent of a historic structure is always the preferred preservation solution. It is never advisable to remove historic features in an attempt to “modernize,” nor to “historicize” by fabricating historic-looking features that were not part of the original building. Preservation is guided by the Secretary of the Interior’s Standards for Rehabilitation published by the National Park Service and used for historic properties throughout the country. The general principles are the following:



- Identify, retain and preserve those character-defining features and materials that establish a building’s historic look
- Protect and maintain those features and materials to extend their useful life
- Repair historic materials using the least intervention possible
- Replace with new materials of the same kind, only when the level of damage or deterioration is beyond repair

As a part of this project, an individual data sheet has been completed for every building in Downtown Antioch and these sheets are on file with the Village of Antioch Community Development Department. If a property owner wishes to make improvements to his or her property, he can use these guidelines together with the individual data sheet for his property. This sheet identifies the architectural style or type and an estimated date of construction. There are descriptive fields that identify which existing features are considered significant and what alterations have been made in the past that are unsympathetic. Sometimes past alterations can be removed and original features revealed that can then be restored. This is especially true in the case of non-historic siding materials installed over original wood clapboard. In other situations, a piece of historic trim may still be in place or may be found in the basement or garage which can be replicated and reinstalled. Sometimes an earlier photo documenting the original appearance may be found at the local library, the historical society or from a previous owner. If an owner wishes to replicate a historic



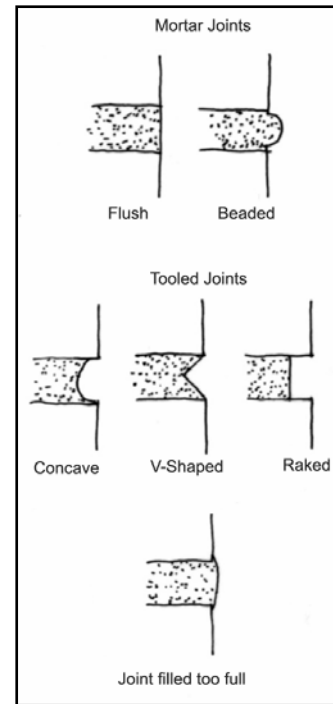
feature for which he can find no such physical evidence or photographic documentation, he can look at similar properties of the same architectural style and time period either in Antioch or other nearby communities.

Following are some general guidelines to assist owners in rehabilitating their historic properties. They apply to the most important exterior features: facade materials and trim, roofs, windows and doors.



Facade Materials and Trim

1. Never sandblast brick or stone with sand or other abrasives. When cleaning, use water or chemicals, and the gentlest method possible to do the job.
2. Tuckpoint when needed and attempt to use the original joint shape and color if known. If not known, use a flush or tooled (recessed) joint for face brick, a flush joint for common brick, and a beaded (curved, projecting) joint for rough cut stone. Don't let the mortar extend over the face of the brick. This will permit water penetration behind the mortar and cause it to crack and fall out.
3. Repaint wood clapboard when cracking and peeling appear. Scrape thoroughly first, caulk, prime and then paint with a high quality, preferably oil based paint. Repair deteriorated sections with boards of the same width and thickness.
4. Do not cover or replace wood siding with modern siding, such as aluminum or vinyl. It will eventually cause damage to the wood underneath by trapping moisture inside. Do not cover original brick with artificial stone siding or stucco.
5. Do not remove decorative trim such as cornices, brackets, etc. Check regularly for holes or cracks, and seal with caulk and repaint. If ornament is beyond repair and must be removed, save pieces to use as a pattern for future replacement.



Avoid artificial stone siding

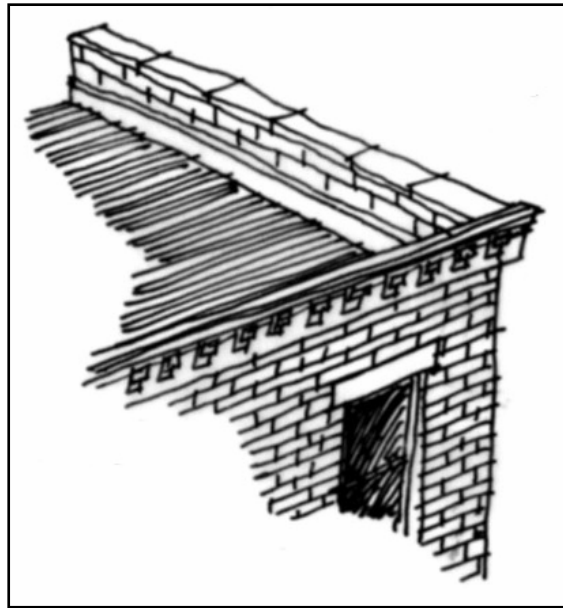
6. Replace cornices that are missing, if possible, using wood, sheet metal or fiberglass, based on historic evidence or on similar cornice styles on other buildings in the community.

Roofs

1. Patch or reroof with the same materials as the original whenever possible on mansard or decorative peaked roofs made of historic materials. If historic materials are no longer available, choose a modern substitute in a shingle style and color compatible with the original. Flat roofs generally present no preservation issues.
2. Retain the height and character of parapet walls. If they must be rebuilt, use matching brick from elsewhere in the building or from a brick salvage company that is similar in color and texture.
3. Respect the style and character of chimneys, if rebuilding.



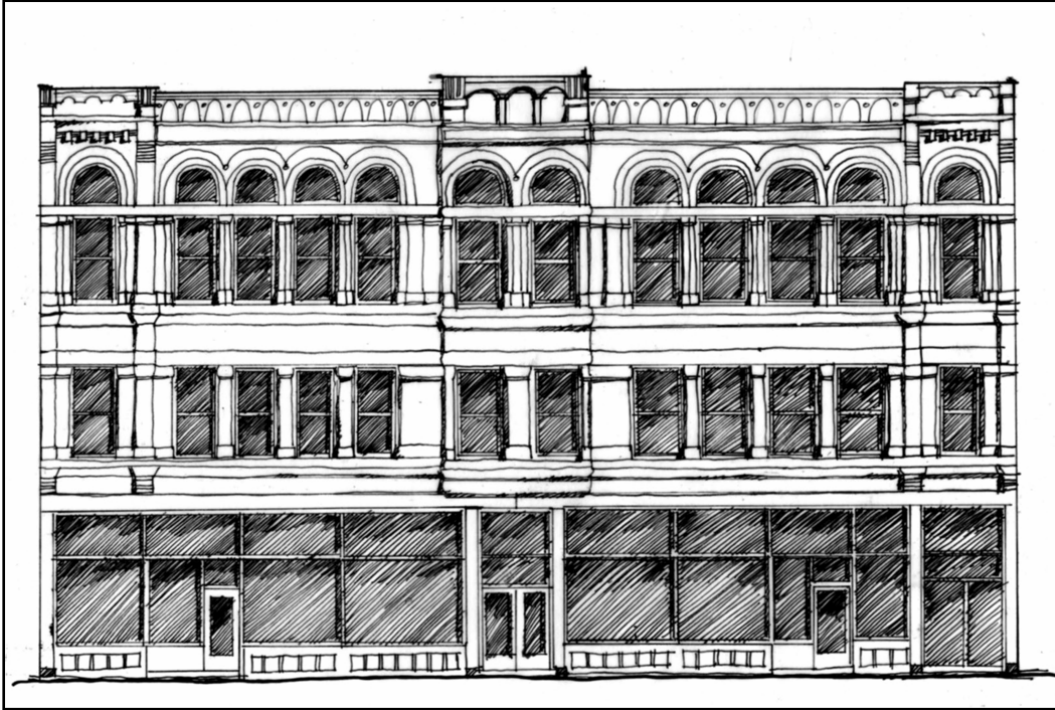
Prototypical cornice



Typical parapet wall

Storefronts

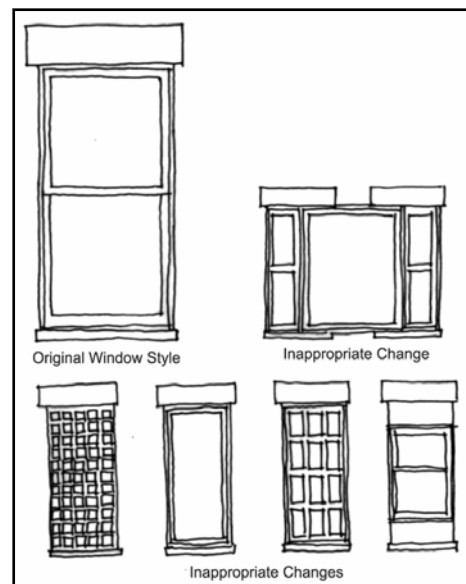
1. Retain and repair storefronts with their original configuration and materials. Leave existing cast iron columns exposed; scrape and paint regularly; remove chipped paint with a chemical cleaner if necessary.
2. Use a traditional late 19th – early 20th century storefront configuration as a guide when contemplating improvements to existing storefronts if the original appearance is unknown (see illustration). This includes a three-part configuration with bulkhead, (typically wood-paneled or masonry with rectangular accent framing), large, single-pane display windows and transoms.
3. Storefront entries should be recessed with wood and a single glass panel door and transoms above. Aluminum doors with dark brown or anodized finish may be acceptable. Sidelights are typical and may be incorporated.
4. Preferred storefront framing materials are wood, copper or painted metal having a profile with a series of indentations.



Traditional late 19th - early 20th century storefront

Windows

1. Retain the same size and shape of all window openings, especially on the front and sides of the property visible from the street. Windows are the single most character-defining feature of an old building. They provide a distinctive historic character to the upper floors of commercial structures, particularly when the storefronts change so much over the years.
2. Retain original wood sash whenever possible, especially on the front, using removable storms and screens when extra weatherproofing is required.
3. If windows are severely deteriorated and must be replaced, be sure the replacements are wood, and in the same size, style, profile and have the same number and configuration of window panes as the original. Most commercial blocks from the late 19th to early 20th century in Antioch had double hung wood sash with one upper pane and one lower pane. Sash with many small panes of glass are probably not historically accurate for Antioch. In no case should sash with removable muntins ever be installed. Shutters should not be installed unless they appear on historic photographs.
4. Retain as much of the original outer wood trim as possible or replace with new trim to match.



Window Guidelines

5. If window openings have been changed in a prior modernization attempt, determine the original size and shape through some of the earlier suggested methods such as markings on the façade, old photos or similarly styled buildings elsewhere in the community. Rebuild the original window openings and install historically compatible wood, double hung sash.
6. Awnings should be traditional in design and materials, preferably straight or shed style, in fabric, not vinyl.

Porches (generally applicable only to houses)

1. Do not remove or enclose original front porches, nor add new ones where none formerly existed.
2. When repairing a porch, reuse as many of the original pieces as possible. If originals are missing, be careful to choose the column and railing style that is appropriate to the house. Two prominent types now available in stock lumber include the earlier Queen Anne-type turned porch columns and porch railing spindles or the classical style columns found generally in houses after 1893 and paired with one inch square porch railing balusters. Houses from the 1920s and later feature box columns that can easily be fabricated with stock lumber and combined with square balusters.

Rehabilitation Implementation Examples

Whenever deciding to alter a historic building, remember the following principles: maintain property regularly; repair rather than replace; if materials must be replaced, replace with like materials, keeping the same form, shape and color. Keep what is original, plan to remove what is not, and do not add unnecessary new materials or trim. Make any new additions compatible with the original character of the structure.

For the purposes of illustrating the aforementioned rehabilitation guidelines, please refer to the following photographs, sketches and recommendations for visual guidance.

Recommendations

- Remove metal awnings
- Restore double hung windows at historically accurate window size
- Restore bay window or match brick and appropriate window treatment
- Restore stone window ledges



Prototypical façade in need of rehabilitation



Historically accurate representation

Recommendations

- Restore double hung windows
- Remove plastic cabinet projecting sign
- Restore consistent brick material for entire facade
- Incorporate projecting brick string course to separate upper and lower floors
- Consider enhanced wood door



Existing Main Street restaurant



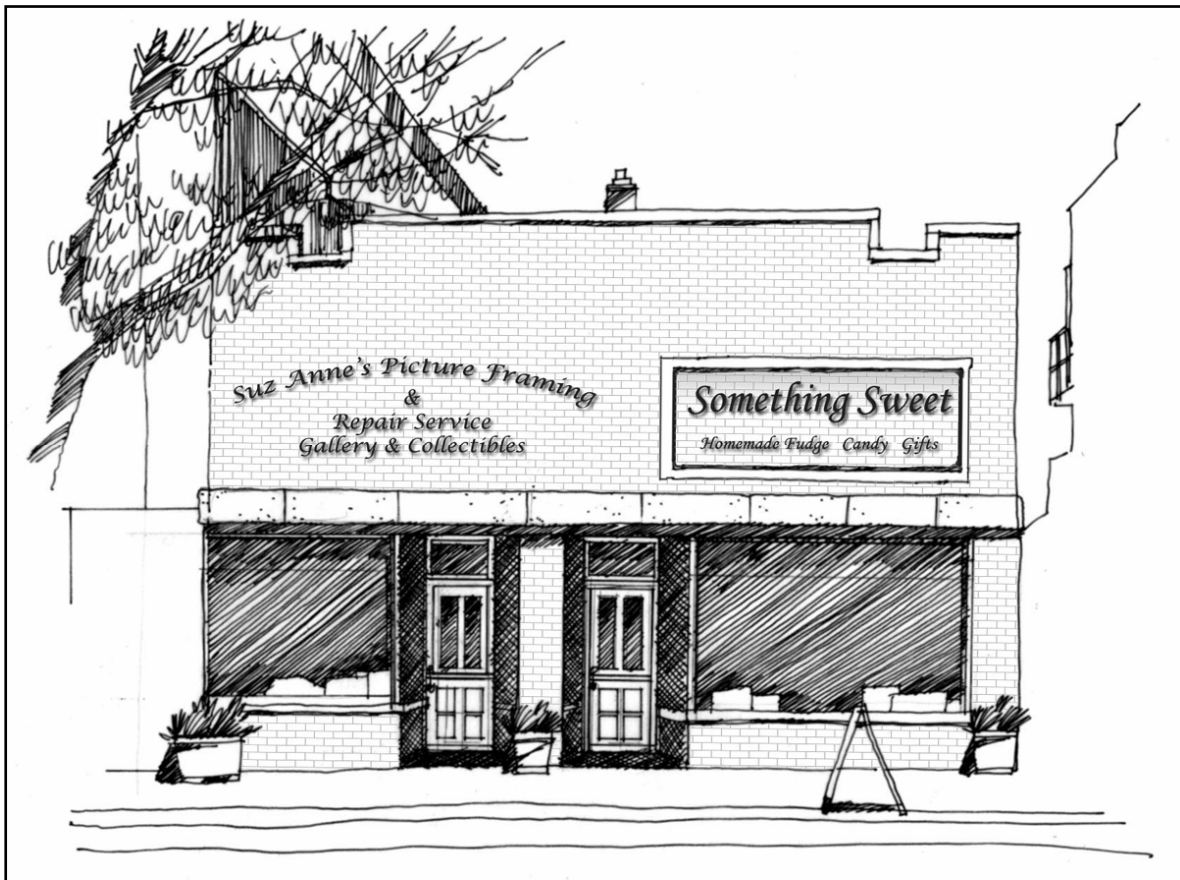
Enhanced representation

Recommendations

- Reintroduce brick instead of artificial stone treatment
- Remove shingles
- Add projecting brick string course, separating upper and lower level
- Restore transoms above doors
- Reduce the amount of signage dominating the storefront and windows
- Incorporate pin mounted letters for signage



Existing Main Street retail



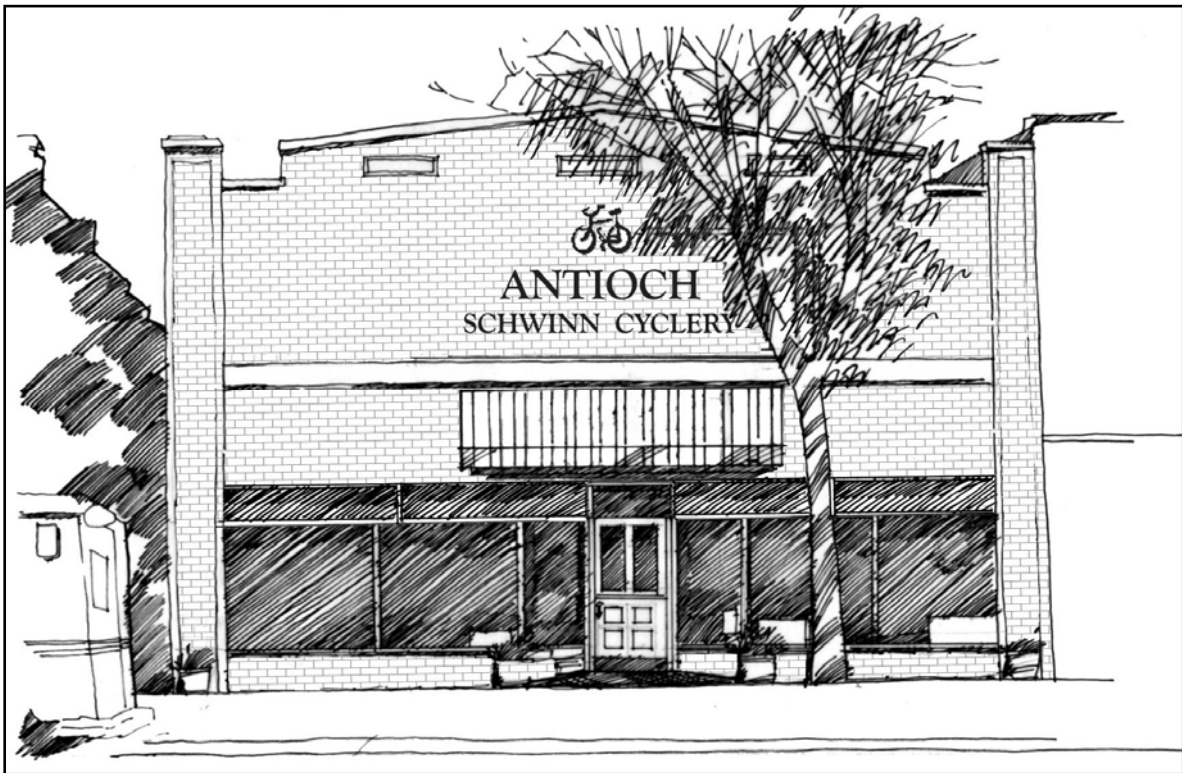
Enhanced representation

Recommendations

- Replace plastic cabinet signs
- Remove wood shingle front
- Add wood frame door
- Consider earth tone color treatment
- Restore transoms



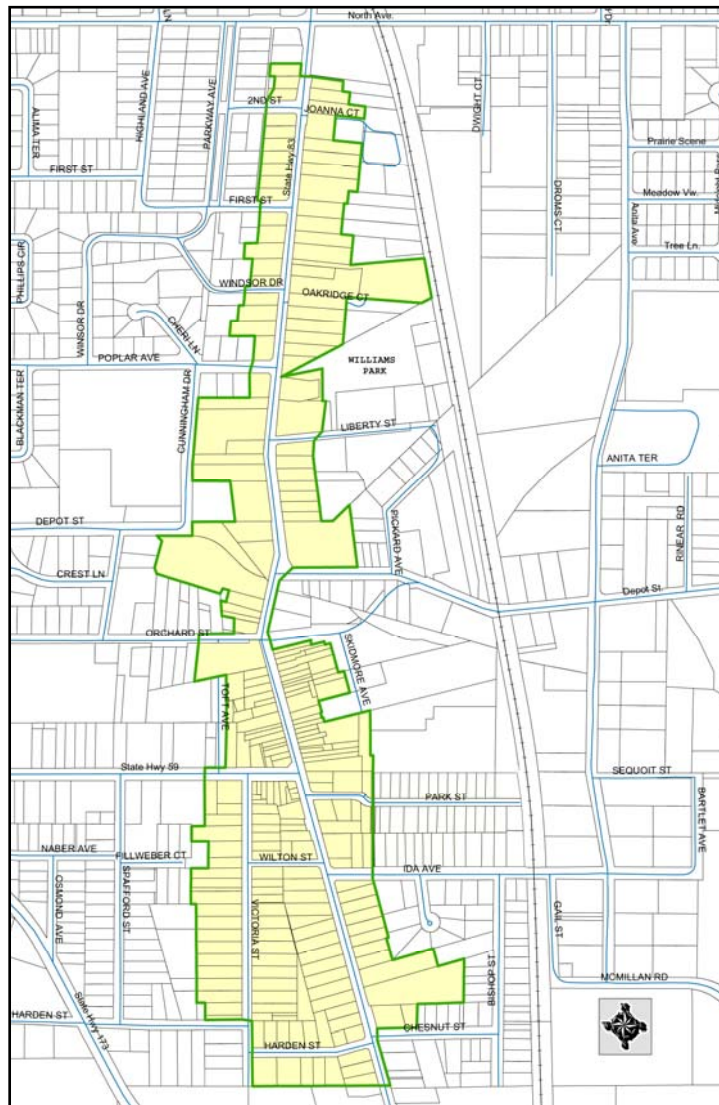
Existing Main Street retail



Enhanced representation

Introduction

Antioch's early pioneers were farmers who were attracted to this region near the Wisconsin border beginning in 1836. By 1839, Hiram Buttrick had built the first sawmill along Sequoit Creek and small businesses cropped up to serve the farming community. Owners of lakefront properties soon recognized the tourism potential of their location and opened summer resorts for city dwellers who wished to escape to the Chain of Lakes to hunt and fish. The Wisconsin Central rail line arrived in 1886, and by 1894, the *Antioch News* was publishing a train schedule with five departures and five arrivals daily to and from Chicago. Antioch soon became the gateway to the Chain of Lakes vacation area, with hotels, resorts and summer residences. The community promoted the unique lotus beds that grew in profusion along the banks of Grass Lake as a prime attraction. The Village incorporated in 1892 and merchants of all types located along Main Street. Early fires in Antioch's business district in 1891 and 1903 destroyed many of the older frame structures. Rebuilding was in stone or brick and today most of the historic structures in Downtown Antioch date from after this period.



Historic Survey Boundary

Results of the Historic Survey

As part of the Route 83 Corridor Plan, an intensive Historic Resources Survey was undertaken of every commercial and institutional structure in Downtown Antioch. In an older community such as Antioch, the identification and preservation of architecturally and historically significant structures can guide property owners in maintaining and improving them while at the same time heightening public awareness of the Village's unique character. A reconnaissance survey of adjacent residential areas was also undertaken to identify any architecturally significant residences that the Village may wish to consider for individual preservation.

In an intensive survey, for each structure a field surveyor photographs and then identifies the architectural style and date of construction, describes the exterior characteristics, notes architecturally distinguished features and lists non-historic, incompatible alterations. Each building is then given a rating. Significant (S) structures are at least 50 years old, possess architectural distinction and have most of their historic features and materials in place. Contributing (C) structures are at least 50 years old and although they do not possess individual distinction, they have the characteristic style and materials of the historic period and would contribute to the character of a historic district if one were to be created. Non-Contributing (NC) structures are generally less than 50 years old, or if an older structure, have been so altered that their original historic character is no longer apparent.

Downtown

The core Downtown area for purposes of the Historic Resources Survey included Main Street from Wilton Street on the south, to Orchard Street on the north and included two blocks of West Lake Street. A total of 57 structures were intensively surveyed in the Downtown, of which 49 were commercial structures. The remainder included four houses, three municipal structures and one church. Ten of these were rated architecturally and/or historically significant, 30 were rated contributing and seventeen were rated non-contributing. The oldest structure dates from 1863, although most commercial structures were built between 1900 and 1925.

Commercial Building Types

From the end of the 19th century until the age of the automobile, American Main Streets were lined with rows of commercial buildings that generally looked similar, although there were slight stylistic differences. Commercial buildings were built up to the sidewalk in front and typically joined to one another by party walls on the sides. Businesses were located in storefronts on the first floor with offices or residences above. Historic storefront configurations usually followed a three-part system of bulkhead at the base, display window and transom above. Entry doors were usually centrally placed, off-center or at the corner and could be either flush or recessed. Historic storefront materials were generally limited to wood or metal, with supporting columns and piers. Decorative storefront elements include molded cornices, column capitals, brackets, canopies, ceramic tile entries and fascia boards. When a commercial building had more than one story, the entry door to the upper stories of the building was also integrated into the design of the storefront. Storefronts were often remodeled due to changes in

architectural fashion, marketing and technology through the years so that it is difficult to find many that still retain their original appearance.

This survey uses a classification system for historic commercial structures in compact business districts developed by Richard Longstreth in *The Buildings of Main Street*. His system uses building mass as the determining factor. He classifies most commercial structures under four stories tall as either One- or Two-Part Commercial Blocks, regardless of apparent architectural stylistic elements. The distinction between the two classifications is whether there is a strong horizontal cornice, stringcourse or other architectural feature that visually divides the facade into one or two stacked horizontal bands. A One-Part Commercial Block is always one-story, while a Two-Part Commercial Block may be two or more stories tall. Most historic commercial buildings fall into one of these two classifications. Generally these types were built before 1950, but occasionally a contemporary commercial structure may be built on an infill parcel on a traditional commercial street.



891 Main Street

Downtown Antioch can be considered a traditional, small-town business district, with a long Main Street met by a shorter Lake Street forming a T-plan. Its commercial buildings are densely clustered on small blocks that are compact and pedestrian oriented, on an orthogonal grid oriented to the street and sidewalk. As Lake Street stretches to the west, it caters more to the automobile, with driven-ins and strip malls with adjacent parking. The south end of Main Street becomes a residential street while north of Orchard Street there are vacant parcels that could be incorporated into the Downtown core if developed as commercial sites.

Most of the historic buildings in Downtown Antioch are masonry, One- or Two-Part Commercial Blocks. These buildings exhibit a few different architectural styles represented, the most noteworthy being Queen Anne. Many have been altered over the years with few historic storefronts remaining. This is a typical condition in most Downtowns as changing retail needs dictate design. Upper stories have been altered on some buildings, including window replacement or infill, and in some the historic brick has been covered with artificial stone. Nevertheless, remaining historic features and materials in Downtown still convey the historic character of a turn-of-the-20th-century Main Street.



900 Main Street

One-Part Commercial Block

One-story commercial buildings are almost always One-Part Commercial Blocks, with their façade read as a single design element. Fifteen commercial buildings in the survey area have been classified as One-Part Commercial Blocks. They were built between c. 1900 and the 1950s and display simplified classical features commonly referred to as the Commercial style. Six are ranked contributing, six non-contributing and three are significant. Historic One-Part Commercial Blocks can lack a great degree of integrity if they have been altered, since it is common to change the storefront details, configuration and display windows of retail commercial structures



875 Main Street

A good example of a typical One-Part Commercial Block is 891 Main Street, built c.1910. This rusticated concrete block structure still retains its decorative metal cornice and the storefront configuration is original, with a central, recessed entry, flush to the sidewalk display windows and bulkhead that angles into the entry. There is a metal frieze over the entire storefront.

Art Deco styling was used in the One-Part Commercial Block at 900 Main Street, built c.1925. The upper part of the façade has glazed blue and peach terra cotta panels. The parapet wall has a stepped center section with vertical stripes and an abstracted foliated ornament. The historic double storefront configuration is intact, with recessed entries, blue terra cotta bulkhead and large display windows, although the doors are aluminum replacement doors.

Not originally built as a Commercial Block, the former Village Hall and Fire Station built in 1916 at 875 Main Street was converted to a storefront c.1940. Notable are the side parapet walls with two-toned stacked vertical brickwork and the rectangular panels above the storefront with decorative brick framing. The remodeled storefront has an Insul brick bulkhead and a display window that is set on a diagonal to the front façade of the structure.

Two-Part Commercial Block

The Two-Part Commercial Block is considered the most common type of commercial building in America. Found principally in small and moderate-sized communities between the 1850s and 1950s, the building is always a two- to four-story structure characterized by a horizontal division into two clearly separated zones. These zones reflect differences of use on the interior, with the ground-floor level possessing public



892-896 Main Street

places such as a store or lobby and the upper stories having the more private spaces of the building including offices, living spaces or a meeting hall. The upper stories often reflect domestic high style architecture in ornamentation.

There are 24 Two-Part Commercial Blocks in the survey area dating from c.1890 through the 1950s. There are some interesting early examples featuring Queen Anne detailing. Four Two-Part Commercial Blocks have been ranked locally significant, sixteen have been ranked contributing and four have been ranked non-contributing.



897-899 Main Street

Two distinguished Queen Anne-style Two-Part Commercial Blocks are found within the survey area. The Queen Anne style is characterized by asymmetry and irregularity in form, with a variety of surface materials and textures. The Queen Anne style is usually evidenced in commercial buildings by corner towers and projecting bay windows on the upper floors. 892-896 Main Street, built c.1900, has a brick parapet with raised center section displaying a decorative brick frieze with dentil trim. The wood window bay with hipped roof distinguishes the structure. Despite some storefront alterations, there is a recessed center entry with angled windows flanked by wrought iron round pilasters, and a second story entrance at the south end with transom.

897-899 Main Street, built c. 1900, is a more simplified Queen Anne Commercial Block. Its most prominent feature is the polygonal bay window with ornamental detailing and the decorative brickwork cornice. Unfortunately the storefronts have historically incompatible replacement materials.

917 Main Street is the most original section of a long Commercial Block, built as one building in 1904 but now under separate ownership. This section still retains its polygonal window bay with hipped roof on the second floor and its decorative brick cornice. The central storefront entry has an unusual pointed arch transom framed in brick. Original bulkhead and transoms (although boarded up) are still in place.



901-905 Main Street

The Two-Part Commercial Block at 901-905 Main Street, built in 1904, is a good example of what is called Commercial style, with notable features such as the decorative brickwork frieze and cornice with rectangular panels, the rusticated stone coping, the brick piers at the corners and in the center and the rusticated window lintels and sills.

Temple Front

There are a few commercial types that do not fit within the Commercial Block classification system. One of these, the Temple Front, was developed not primarily for commercial use, but more often for public, institutional and religious buildings, beginning from the 1820s. The façade of this type is derived from the temples of Greek and Roman architecture. Usually two or three stories high, a Temple Front building has a row of full-height columns extending across the front, often with a triangular pediment. In the first three decades of the 20th century it was commonly used for banks.



360 Lake Street

Two banks in Antioch are the Temple Front type with Classical styling: First National Bank of Antioch at 360 Lake Street, built in 1926 and the State Bank of Antioch at 934 Main Street, built about the same time. The front façade of 934 Main Street has a center pediment and large, round-arched window accenting the center entry, which is also framed by pilasters. The stone structure has a solid stone base and decorative stone cornice.



934 Main Street

The Lake Street Bank has a five-bay front façade with the principal entry in a side bay. Tall first floor windows have round arches. Each bay is set apart by pilasters. There is a stone cornice and roof-top balustrade which has had the open sections filled in. Both of these bank structures impart an impressive presence to the street.

There is one architecturally significant structure in the Downtown core of Antioch that is not commercial – the Greek Revival church at 977 Main Street, built in 1863 and used as a meeting house for community events. This frame building has a front gable roof with cornice returns. There are corner pilasters, a wide frieze board and tall widow openings with simple classical surrounds. The central bell tower dominates the structure.



977 Main Street

Post-1950s Commercial Types

Many of the commercial buildings constructed after the 1950s are “freestanding.” They are situated typically on larger parcels, usually not adjacent to any other buildings and with parking in front, on the sides or even surrounding the building. Entrances are oriented in a way to accommodate the automobile passenger. Freestanding buildings are typically one-story, occasionally two-story, but differ from Commercial Blocks in that they have architectural treatment on two or more sides. They are newer, having been built in the age of automobile access. The entry is usually off the street, away from the sidewalk, oriented to a parking lot on the side or surrounding the building. The structure may occupy an entire city block and be surrounded by parking. There are six buildings that have been classified as Freestanding buildings, all built since the 1950s except for one, which was remodeled from an earlier gas station. Other post-1950s structures in the survey area include one garage and one gas station. None of these structures are architecturally significant.

Residential Areas

Two older residential areas just off Main Street, as well as the remaining portions of Main Street within the corridor but outside Downtown, were evaluated in a Reconnaissance Survey. In this type of survey, the field surveyor notes the architectural style and date of construction, and assigns a rating. Only those deemed to be architecturally significant are fully described and photographed. The residential areas were the Ida and Park Street residential neighborhood just southeast of Downtown and the Victoria and Hardin Street area south of Downtown and west of Main Street. A total of 166 structures in these areas were surveyed and evaluated. Of those, nineteen were considered significant. These were primarily residential, although there was also a school (now a museum) and a church.

The oldest residences date from the 1870s and are Italianate in style, while others are examples of the Queen Anne style, Craftsman Bungalow and several late 19th-century vernacular types.

There are several Italianate homes dating from the 1870s but most of them have had unsympathetic alterations, notably to the front porches. 1025 Main Street has some very distinctive detailing, notably in the cornice with elaborate brackets and hanging pendants. Its windows are historic two over two wood sash with wood exterior storms. The front porch was enclosed c. 1920s.



1025 Main Street

The Gabled Ell is a late 19th century vernacular type characterized by a prominent front gable on an L- or T-shaped house. The side wing is an integral part of the building core and the main entry is usually tucked into the “ell” of interior corner of the L shape. Because this is such a simple housing type and since

many have had unfortunate changes over the years, they are often not appreciated. The house at 332 Harden, built c. 1895, is a well-preserved example of this type, still retaining its original wood siding, historic wood windows and front entry porch with simple decorative trim.



332 Harden Street

Perhaps one of the most common late 19th- early 20th-century architectural high styles in this part of Illinois is the Queen Anne. Characterized by asymmetry and irregularity in its overall shape, façade and roof, it often has gables, dormers, towers and wings, with a prominent front porch. A variety of materials and patterns are used to break up the surface of the walls.



842 Main Street

The impressive brick residence at 842 Main Street, built c.1900, has a distinctive corner tower with belcast roof and wood paneled frieze. The front entry porch has square brick columns and a brick knee wall. Historic windows are set off with rusticated stone lintels and sills.

The Craftsman Bungalow combines features of the high style known as Craftsman with the simple and popular 1 ½ story Bungalow form built all over the Midwest from 1905-1925. Bungalows usually emphasize their horizontality with low-pitched roofs, often with dormers and broad front porches. Craftsman features include knee brackets, rafter tails and battered porch columns. The house at 999 Victoria is an excellent example of the style, exhibiting a recessed porch with battered wood columns on brick piers.



999 Victoria

Two Gothic Revival style structures just north of Downtown Antioch are not only architecturally and historically significant, they serve as visual markers as one drives north on Main Street. The Antioch School, now Lakes Region Historical Museum at 817 Main Street, dates from 1892. The blonde brick building has a prominent front-gable section topped by an open belltower. Original window openings with segmental arched lintels have replacement sash.

The Antioch Methodist Church across the street at 848 Main Street was built in 1901 and commands a dominating presence to the north end of Main Street with its square corner bell tower, steeply pitched roof and paired brackets. Steeply pitched gable roofs on two sides have stained glass pointed arch windows. The front door also has a pointed arch transom. Both of these structures are widely recognized in the community for their landmark significance.



817 Main Street

Other individually significant homes not illustrated above include:

- 341 Harden Street, Italianate home built c. 1875. Front porch altered
- 572 Main Street, Tudor Revival home built c. 1940
- 712 Main Street, Renaissance Revival home built c. 1925
- 1013 Main Street, Queen Anne home built c. 1900
- 1026 Main Street, Italianate home built c. 1875. Front porch altered
- 998 Victoria Street, Queen Anne home built c. 1885
- 1003 Victoria Street, Craftsman Bungalow built c. 1925
- 1014 Victoria Street, Queen Anne home built c. 1890
- 1023 Victoria Street, Craftsman Bungalow built c. 1920
- 1026 Victoria Street, Italianate home built c. 1875
- 1037 Victoria Street, Queen Anne home built c. 1905
- 1055 Victoria Street, Craftsman Bungalow built c. 1920
- 1060 Victoria Street, T-Form house with Queen Anne details built c. 1890

Recommendations for Antioch

The results of the historic resources survey indicate that Downtown Antioch would be a good candidate for local landmark designation as a historic district. With local landmark designation, any of the ten significant or 30 contributing structures in the district may be eligible for federal income tax incentive programs. Additionally, any of the twenty individual homes that have been identified as significant could be eligible for the property tax assessment freeze program, if they are designated as individual landmarks. Due to the extensive alterations to many historic commercial properties, Downtown Antioch probably does not retain enough of its original architectural integrity to qualify for the National Register of Historic Places.



848 Main Street

Introduction

To implement the community's vision for the corridor, the Village must review existing zoning requirements, undertake a variety of economic development activities and in some instances, offer incentives to developers. These options are discussed below.

Zoning Requirements and Municipal Regulations

As the Village considers development requests within the Route 83 Corridor, it must ensure that the developer provides adequate parking, that the access to the street system considers traffic and pedestrian safety, that the proposed uses add vitality to the corridor and that the design of the building is of high quality. We recommend several changes to the Zoning Ordinance to encourage the type of development consistent with the vision for the Corridor.

Classification of Uses

Multi-family dwelling units are permitted above the first floor in the business districts. They provide additional shoppers to patronize the stores, generating sales tax revenue that helps to support municipal services. While some residents will choose not to live in the Downtown, other residents will be attracted to its proximity to public transportation, shopping, services and restaurants. The popularity of such developments in nearby suburbs demonstrates the demand for such a housing alternative.

In the R-5 district, certain professional offices are permitted uses in residential structures, in certain locations. Retail uses that front on Main Street should be classified as a Special Use, as they may be appropriate in some situations.

Wholesale uses should be changed from permitted uses in B3 to Special Uses to allow the Village to impose relevant conditions on their operation if necessary.

Bulk Regulations

The Downtown overlay district allows a height of the lesser of 35' or three stories. If the Village expects to attract quality redevelopment, for a proposal that will enhance the downtown, the Village should consider granting a variation to allow 40' for new construction. The height of historic commercial buildings should not be increased.

The Downtown overlay district includes a maximum front yard setback of 80' for lots between 40,000 and 80,000 square feet and no maximum front yard setback for larger lots. That requirement will allow developments inconsistent with the character of Downtown. We suggest the front yard setback should be a minimum of 5' with a maximum of 10'. As parcels are redeveloped over time, the Village will gain a wider sidewalk in the Downtown, while at the same time discouraging parking lots along the street which interrupt the streetscape and provide an unpleasant pedestrian environment.

The M2 district permits buildings up to four stories or 60' in height. That is no longer consistent with current manufacturing standards. We suggest a maximum height of 45' to allow an office building which is permitted in the district.

Parking

Parking below grade is expensive to construct and may not be feasible, depending on the depth of the water table at a specific site. The Village may wish to consider above grade parking decks as a Special Use in the Downtown overlay district if they are surrounded on all lot lines adjoining a public street by a structure that contains no parking spaces. With this provision, the deck would not be visible from any of the surrounding streets and would be enclosed by the retail, office and/or residential uses that it serves.



Alternatively, if the deck were visible from a street, commercial uses should be located at the street level of the structure with design amenities such as the use of brick, screening by evergreens, four season planter boxes or other vegetation to soften the visual impact. If the Village allows parking structures, it should consider their visual impact on the historic character of the Village.



For existing buildings in the Downtown overlay district, no parking should be required for retail or for restaurants. Depending on the site, other uses such as office, banks, dry cleaners, nail salons and hair stylists may have to seek a parking variation which takes time. That may encourage the owner to wait for a retail or restaurant tenant which adds vitality to the Downtown.

In the north and south portions of the Corridor, most customers and employees will drive to their destination, although a few will use the bus, walk, bike or carpool. The parking requirements do not recognize the availability of public transit. In the Downtown overlay district, the requirement of 2.0 spaces for each multi-family unit should be reduced to 1.0 space for one bedroom units and 2.0 spaces for two bedroom units.

The parking requirement for warehouse and storage is one space per 1,200 square feet, which is appropriate. The same requirement applies to assembly, manufacturing and industrial uses. Unless the Village feels that requirement has been sufficient, it should be changed to one space per 600 square feet for assembly, manufacturing and industrial uses as they typically have more employees than warehouse or storage uses.

Currently shared parking is not allowed. The Village may wish to consider allowing shared parking in some circumstances as a Special Use. The petitioner must submit adequate documentation showing that, given the nature of the uses and parking demand by time of day and day of week, sufficient parking is provided.

Sign Ordinance

Sidewalk signs are prohibited. Some merchants believe they are effective advertising and they are allowed in certain towns. The Village may wish to allow sidewalk signs, provided that there is one sidewalk sign per store, that is only displayed during business hours and that the owner submits a certificate of insurance naming the Village as an additional insured.

Within the Downtown overlay district, signs which project from the façade are acceptable provided that the size is appropriate for the scale of the building. Pole signs (signs attached to a freestanding mast rather than to the building) and changeable copy signs should be prohibited. Such signs are not compatible with the historic character that the Village wants to promote.

The Consultant also recommends that the Village modify the current sign ordinance to adopt the design criteria outlined in the Design Guidelines.

Landscaping

Because of the extensive response to the item of landscaping within the Corridor, the Consultant recommends that the Village modify the current landscape requirements and adopt the standards outlined within the Design Guidelines of this Corridor Study.

It also recommended for future landscape plans, redevelopment projects and streetscape improvement projects, that a registered landscape architect be required as part of the design team. Any pedestrian spaces, parks, streetscapes or landscape areas should require the seal of a registered landscape architect prior to Village approval.

Building Materials

The Village requires that new buildings within the Downtown overlay district must be constructed of masonry for the first 8.5 feet. Stucco and stone should also be permitted materials. The Village should consider requiring such materials the full height of any façade visible from the street. However, historic buildings should not be refaced in any other material than the original.

Planned Developments

The Zoning Ordinance should include additional language that the Village may approve a Planned Development only when the developer provides substantial benefits to the community and meets specific standards. These include the provision of public open space, substantial landscaping, outstanding architecture, proper surface water drainage, energy efficient facilities or amenities such as fountains or public art.

Teardowns

To encourage the preservation of existing single family buildings, conversion to a Bed and Breakfast, office or retail use should be permitted, provided life safety codes are met. Some communities have recently adopted a demolition fee of \$10,000. While that fee is high, the Village may consider a fee of \$5,000. Funds from this fee may be dedicated to historic preservation, such as educational programs or the provision of

design assistance to owners of historic buildings. An owner of a historic building, who wishes to tear it down, should prepare a report that evaluates its historic and architectural quality so the Village can determine whether they will permit the demolition.

To discourage teardowns, the Zoning Ordinance must be flexible and allow additions that are sympathetic to the original building. Within the historic area, the ordinance should permit the expansion of non-conforming structures to the rear provided the addition encroaches no further into the required yards than the existing structure. Additions may be permitted on the sides if they are setback some distance from the front of the structure. No additions should be permitted to the front of a historic structure and a historic front porch should not be changed. No increase in height should be permitted to a historic building. Dormers can be permitted if they are on the sides or rear of the house and are set back some distance from the front facade, preferably not visible from the street.

Also, eaves currently are allowed to encroach 2'. If a sympathetic addition is constructed, the continuation of the existing eaves should be allowed to encroach 3' into the required side yards and 4' into the required rear yards.

Property Maintenance Code

The Village has adopted a Property Maintenance Ordinance which should be consistently enforced. When landlords observe new retailers moving into the area and the higher rents commanded by quality spaces, some may be motivated to make the necessary improvements to upgrade their interior space to contemporary retail standards. Other landlords who are unwilling to make the investment in their building may, over time, decide to sell their property to someone who will upgrade the building to attract new retail uses that will revitalize the Corridor.

Economic Development Activities

There are a variety of actions that the Village could undertake to enhance the corridor. They include marketing, promotional programs, recruitment, retention and physical improvements. These are outlined below.

Marketing

- Prepare and distribute marketing brochures with information and directions to restaurants, services and stores
- Reach out to newcomers so they know the range of goods and services available locally
- Continue to work with the Lake County Visitors Bureau to promote tourism, shopping and dining
- Feature an article in each Village newsletter highlighting different commercial areas in the Village
- Prepare a postcard with a map showing the location of area businesses for stores to give to customers
- Install attractive directional signs at gateways into the Village
- Install clear and consistent signage to Village parking lots
- Develop a logo emphasizing the Village's historic character for use on printed materials, the website, trolley, parking lot and gateway signs

Promotional Programs

- Continue existing special events and promote them to a wider area attracting new shoppers to discover Antioch
- Encourage stores to be open longer hours or hours such as 11:00 a.m. -7:00 p.m. versus 9:00 a.m. – 5:00 p.m. to attract more working people to their stores
- Encourage residents to “Shop Antioch” keeping sales tax dollars local to support municipal services
- Discuss the idea of a trolley to connect Route 83 with Route 173 stores, providing service on weekends, during the summer and for special events

Recruitment and Retention

- Prepare a professional looking promotional brochure for businesses and developers inquiring about sites. Brochure should include demographics from 2000, current estimates and projections, a list of available sites, regulations including business licenses and background community information.
- Include promotional information on the Village website that is easy to locate and update it frequently.
- Recruit the types of businesses consistent with the vision for the Corridor
- Continue efforts to retain compatible existing businesses, such as through an Ambassador Program
- Encourage the Chamber of Commerce to work with existing merchants to provide guidance on topics such as attractive window displays, cost effective advertising, quality customer service, preservation guidelines and incentives.

Tools and Incentives

Evaluating Economic Development Incentives

Many incentives are available to encourage redevelopment. The Village can undertake a variety of actions to encourage redevelopment: land assembly, write-down of land costs, demolition, site preparation, relocation, parking and infrastructure. Each municipality has used a different mix of incentives. The Village must weigh the alternatives and decide which tools are appropriate to the local circumstances. As the Village reviews the tools and incentives, it should consider several issues.

- Does a project meet the specific eligibility requirements for the program?
- Are there available means to finance the program with other funds?
- Will the public benefit of the particular project outweigh the costs of staff time to administer the project in compliance with the requirements?
- What is the financial benefit and how long before the Village receives a return on its investment?
- What is the developer’s track record?
- Have the developer’s recent projects been successful?
- Are the developer’s financial projections realistic?
- Is there public support for the use of the incentive for the specific development?
- If there is public opposition to a particular incentive, is it due to a misunderstanding of how the incentive would benefit property owners, existing merchants and the community?
- Is the public opposition based on clear policy concerns?

Regulatory Relief

Another item that the Village should consider is regulatory relief. For the developer, regulatory relief reduces the time, expense and uncertainty of obtaining final project approval. The Village may wish to consider how to streamline the development process, such as the number of public hearings or the expedited issuance of building permits. Relief includes amending the Zoning Ordinance so that the requirements reflect both the demands of the market and the desires of the community. Relief also might include waivers of building permit fees or reducing fees for business licenses and liquor licenses.

Façade Improvements

The owners of a few buildings have improved their facades and updated their signage. We recommend that the Village institute a façade improvement program for property owners to enhance their facades, upgrade the tenant spaces and improve visual merchandising. This is particularly important in the Downtown, but also in the north and south sections of the Corridor where redevelopment may not occur for awhile.

Owners who wish to participate in the program would submit drawings to the staff for review. These drawings must comply with preservation standards as outlined in this report. After the Village Board approves the plans, the owner's contractor completes the work. The Village inspects the work to verify that it has been done according to the approved plans and other Village requirements. Upon documentation of the façade improvement costs, the Village provides a grant to the owner which rebates half the cost of the work.

Given the age of the buildings in the Corridor, we suggest a grant of at least \$5,000. However, \$25,000 may be a more realistic number to ensure that the improvements have a significant visual impact. Not every building will need to use the maximum amount.

The Village may decide that funding more buildings to undertake minor improvements is preferable to funding fewer buildings for substantial improvements. Typically eligible costs include exterior improvements such as restoration of historic storefronts, painting, tuckpointing, repair of historic windows, new windows or doors when replacing non-historic windows and doors, lighting, signage and parking lot improvements. Interior improvements are usually ineligible with the exception of compliance with life safety codes, ADA modifications and restoration of significant historic features. In addition, some municipalities pay all or part of the architect's fee to develop the drawings or a graphic designer's fee to upgrade their signs. This type of design assistance is critical for owners of historic buildings.

If the Village does not wish to fund the program, Village staff should work with one or more local financial institutions. They may be willing to provide a revolving loan to fund the program. The bank(s) may offer property owners attractive terms, such as a longer repayment schedule or below market interest rates as an incentive to enhance their facades.

Tax Incentives for Historic Structures

Owners of designated landmarks, whether local or National Register, are eligible for three types of programs.

- Owner occupants of one to six unit residential building, who spend 25% of the Assessor's Fair Market Value on rehabilitation that meets the Secretary of the Interior Standards for Rehabilitation, are eligible for a freeze of the assessed value at the level when the work began for up to eleven years.
- Owners of rental residential, commercial or industrial income producing property, who undertake rehabilitation that meets the Secretary of the Interior Standards for Rehabilitation and spend an amount equal to the adjusted basis of the property (original cost less the land value and less depreciation for rehabilitation), are eligible for a one time federal income tax credit of 20% of the rehabilitation cost.
- Owners who donate the principal facade to a group such as the Landmarks Preservation Council of Illinois and who maintain the design and materials in perpetuity can take a one time charitable deduction against their federal income tax equivalent to 15% of the current market value of the property.

Landmark Ordinance

The Village should consider adopting a Local Preservation Ordinance that would establish a Historic Preservation Commission. The Commission would have the power to designate landmarks and review improvement plans for their conformance to preservation standards. For designated properties under a local ordinance to be eligible for the above tax incentives, the Village must also have its ordinance certified by the State Historic Preservation Office. To become certified, the local ordinance must establish a commission. The commission must conduct an active local survey program (such as the Downtown Survey conducted as part of this project) to identify historic resources and provide for public participation.

Certificate of Appropriateness

Once the Preservation Commission designates local landmarks, any future improvements made by those property owners are subject to a review as part of the building permit process. Typically this is conducted by the referral of the project from staff to the Preservation Commission for conformance with the Secretary of Interior Standards as outlined elsewhere in this report. If it determines the project is in compliance, it issues a Certificate of Appropriateness, clearing the way for building permit approval. While some may object to this level of review, it does provide significant financial incentive to property owners

Targeted Financial Assistance

For the types of businesses that the Village is anxious to recruit, it could offer assistance to pay for relocation expenses and the first three months rent. The grant or loan would be awarded to viable businesses who provide sales tax revenues and who have signed a long term lease.

Federal, State and County Grants

While the amount of funds from the county, state and federal levels are limited, this source of assistance should not be ignored. Village staff should monitor the relevant programs and the elected officials should keep in touch with the legislators who represent Antioch.

Taxes

We understand that the Village has recently eliminated the utility tax. However taxes on utilities and telecommunications could provide a dedicated revenue stream to support redevelopment. Motor fuel taxes have restrictions on their use, but can be used for streets and parking facilities. Also hotel taxes can be used to promote tourism, such as advertising and promotional materials.

Sales Tax Rebate

Municipalities have rebated a portion of the local sales tax generated by new retail development. This typically takes the form of a negotiated agreement based on the sales generated by a new store over the existing sales tax generated at that location. The sales tax is shared between the municipality and retailer or developer and is usually phased out after a specified number of years. The split between the municipality and retailer is negotiable and the actual deals vary considerably. The rebate is typically offered to large retailers or projects.

Property Tax Abatement

This tool reduces the assessment level for new commercial development or substantial rehabilitation. It is not used frequently because the municipality's portion of the total tax bill is small. The abatement can be a significant incentive if some of the other taxing bodies such as the school districts also participate. However, in today's fiscal climate many school districts are reluctant to forgo property tax revenue.

Special Taxing Districts

A special taxing district is a separate, limited purpose local government established by the Village, provided that an objection is not filed by 51% of the property owners. The district's authority is limited to collecting taxes from properties within its boundaries and providing certain services.

The Village sets the district's tax levy and issues bonds to finance the cost of the improvements. The proceeds can be used for construction and maintenance of parking facilities, street, water and sewer improvements or beautification projects. Funds can also be used for operations, promotional activities or special services. The district is listed on the tax bill as a separate, additional item.

Special Assessments

A special assessment is a special levy set by the Village on property owners who will benefit from the improvement. If property owners object to the special assessment, the Village may still choose to pursue it. As with all special assessments, the Circuit Court

holds a hearing and would consider the objections if the Village and the objectors were unable to reach an agreement. If the special assessment is approved by the Court, the Village issues bonds that are secured by the proceeds from the levy. Among the projects that may be financed are parking facilities, streets, sidewalks or extension of water and sewer lines.

The total assessment often includes a public benefit paid by the Village as a whole and specific benefits paid to the property owners that must be allocated based on the percentage of benefit to each parcel. The special assessment is listed as a separate line on the tax bill.

Tax Increment Financing (TIF)

The Illinois statutes spell out the TIF criteria and the numerous steps to designate a TIF. The municipality draws the TIF boundaries, which could include the entire Corridor or a portion of the Corridor. The process begins with a feasibility study and the creation of a redevelopment plan. After providing proper notice, the Joint Review Board, composed of a representative of every taxing body in the TIF district, is convened. The municipality then holds the public hearing for interested parties to comment, adopts the necessary ordinances, negotiates a redevelopment agreement with the developer and files annual reports with the State during the life of the TIF.

The Joint Review Board includes the Village, school and library districts, Lake County, the Forest Preserve District, College of Lake County and Antioch Township as well as one member of the public. Despite the prospect of a future increase in property tax revenues due to the TIF, other taxing bodies may not support the idea that for up to 23 years, the entire property tax increment would go to the Village. Each taxing body has one vote, so the Village would have to convince some of the other taxing bodies to vote with them. If the Joint Review Board rejects the TIF, the Village Board can still create the TIF by a 3/5 vote.

Some of the eligible TIF costs include: acquisition of parcels through either negotiation or condemnation, land assembly, writing down the land costs, demolition of buildings, site preparation, provision of storm water detention, construction of public improvements, utility relocation or burial and environmental remediation. The improvements are often paid with the proceeds of a general obligation bond or a revenue bond.

A proposed TIF district must meet at least 5 of the factors in the statutes. They are:

- dilapidation
- deterioration
- structures below minimum code standards
- lack of ventilation, light or sanitary facilities
- illegal use of individual structures
- inadequate utilities
- obsolescence
- excessive land coverage
- overcrowding of structures and community facilities
- deleterious land use or layout
- environmental contamination
- declining assessed valuation
- tax delinquencies and lack of community planning.

However, if at least half of the structures in the district are at least thirty-five years old and there are excessive vacancies, only three of the factors must be met. While many of the structures in the corridor were built before 1971, the Corridor may not meet the excessive vacancy standard. The district must also comply with the “but for” test, meaning that development would not occur but for the TIF incentives. Illinois has one of the most stringent “but for” tests in the country.

The Village’s existing TIF expires in 2007. This study did not include a formal TIF eligibility determination. As the Village discusses its options, the Village Board must consider whether the corridor meets five of the above factors as well as the stringent “but for” test.

One option is simply to let it expire and use other tools to encourage redevelopment. Another alternative is to extend the existing TIF for a period of up to twelve years, which requires the State legislature to adopt special legislation. If the Village is interested in exploring that possibility, they should contact their State representative and State Senators as soon as possible.

If the Village decides to establish a new TIF, we recommend expanding the TIF boundaries to include the shopping center directly west of the Downtown and to include the industrial area immediately east of Downtown. This will encourage redevelopment in those two areas and will allow the Village to capture the tax increment from any new development that may happen in the near future. Also, the staff should review each parcel within the TIF district and exclude any parcels that have been recently redeveloped, as that will provide the school districts and other taxing bodies the benefit of the increased property taxes. Additionally, we recommend that the Village contact the other taxing bodies to discuss the possibility of the Village passing through a portion of the tax increment earlier to allow the other jurisdictions reap the benefit of the TIF sooner than they would otherwise.

Next Steps

Listed below are the next steps that the Village should follow to implement the Route 83 Corridor Plan.

- Village Board should adopt this plan
- Communicate with IDOT to ensure it includes the Village’s plan for Route 83 right-of-way as they proceed with the preparation of drawings and specifications prior to the bidding process
- Village staff must review the current state of municipal infrastructure – water, sewer and storm water management – and undertake any necessary improvements to provide adequate capacity to support the redevelopment projects.
- Adopt the necessary changes to Village regulations to communicate the Village’s expectations to the development community

Redevelopment is a long process and the Village Board must be committed to providing the ongoing resources so that the community’s vision does become reality, rather than another study that is soon forgotten. It is critical to allocate sufficient resources to thoroughly review each project for compliance with the zoning ordinance, design guidelines, municipal regulations and the building code. This review is time consuming

whether the Village chooses to use in-house staff or contractual help. Given the projects in the pipeline, the complete, accurate and timely review of development proposals can not be accomplished with existing staffing levels. Some of the revenue from development in the Route 173 Corridor or from future development in the Route 83 Corridor should be dedicated to supporting the development review process. This will enable the Village government to monitor development and ensure it meets the community's goals.

Actions to Implement Route 83 Corridor Plan

The following list includes the consultant's recommendations in the Route 83 Corridor Study. The actions are divided into three periods. Some actions must occur early in the process, either because other actions are dependent on them or because they will act as a catalyst to encourage outside parties to improve the corridor. Other actions occur later in the process because they are more complex or require the cooperation of outside parties. However, the Village can modify the sequence to respond to changing circumstances or to capitalize on actions by others.

Short Term Actions – Less than One Year

- Adopt Route 83 study as part of Comprehensive Plan
- Communicate with IDOT regarding Village goals for right-of-way
- Commence façade program and market to property owners
- Approve design guidelines; educate merchants, homeowners and developers
- Draft local preservation ordinance; create Historic Preservation Commission; designate Downtown as local landmark; obtain status as Certified Local Government
- Amend zoning ordinance: bulk requirements, uses, parking, sign requirements, building materials, public benefit for Planned Developments, flexibility for nonconforming additions to rear
- Decide TIF issue; consider alternative funding sources

Mid Term Actions – One to Three Years

- Review infrastructure adequacy for redevelopment
- Construct streetscape improvements: landscaping, lighting, sidewalks, gateway signs, intersection enhancements, directional signs to parking
- Provide pedestrian connections to Antioch Shopping Plaza, band shell, Metra, green spaces
- Develop brochure listing retailers and services; update list of properties available on website
- Institute promotional programs such as unified shopping hours and trolley service
- Recruit targeted retailers that will enhance corridor
- Retain businesses compatible with Downtown

Long Term Actions – More than Three Years

- Bury overhead utilities in phases; require it in any redevelopment project
- Solicit quality redevelopment proposals for the Village Hall site
- Discuss potential redevelopment as mixed use with owner of Antioch Shopping Plaza
- Upgrade infrastructure in industrial area, investigate possibility of truck route
- Undertake enhancements to the historic sawmill to improve its attractiveness as a tourist destination

Appendix

- Approved Plant List
- Historic Inventory Sheets

Approved Plant List**Shade Trees**

Common Name	Botanical Name	Remarks
Ash, Blue	Fraxinus quadrangulata	
Ash, Green	Fraxinus pennsylvanica	
Ash, White	Fraxinus americana	
Baldcypress	Taxodium disticum	
Beech, American	Fagus grandifolia	
Beech, European	Fagus sylvatica	
Buckeye, Ohio	Aesculus glabra	
Coffeetree, Kentucky	Gymnocladus dioica	
Elm, Regal	Ulmus spp.	
Filbert, Turkish	Corylus colurna	
Ginko	Ginkgo biloba	male only
Hackberry, Common	Celtis occidentalis	
Honey Locust	Gleditsia triacanthos	thornless
Hornbeam, European	Carpinus betulus	
Horsechestnut, Common	Aesculus hippocastanum	
Larch, Common	Larix decidua	
Linden, Littleleaf	Tilia cordata	
Linden, Redmond	Tilia euchlora	
Linden, Silver	Tilia tomentosa	
Maple, Freeman	Acer x freemanii	
Maple, Black	Acer nigrum	
Maple, Norway	Acer platanoides	
Maple, Red	Acer rubrum	
Maple, Sugar	Acer saccharum	
Oak, Bur	Quercus macrocarpa	
Oak, English	Quercus robur	
Oak, Pin	Quercus palustris	
Oak, Red	Quercus rubra	
Oak, Swamp White	Quercus bicolor	
Oak, White	Quercus alba	
Pear, Flowering	Pyrus calleryana	
Tulip Tree	Liriodendron tulipifera	
Zelkova, Japanese	Zelkova serrata	

Evergreen Trees

Douglas Fir	Pseudotsuga menziesii
Pine, Eastern White	Pinus strobes
Pine, Japanese White	Pinus parviflora
Pine, Scotch	Pinus sylvestris
Spruce, Colorado	Picea pungens
Spruce, Norway	Picea abies
Spruce, Serbian	Picea omorika
Spruce, White	Picea glauca

Ornamental Trees

Alder, European Black	<i>Alnus glutinosa</i>
Birch, River	<i>Betula nigra</i>
Birch, White	<i>Betula platyphylla</i>
Buckeye, Red	<i>Aesculus pavia</i>
Corktree, American	<i>Phellodendron amurense</i>
Crabapple, Flowering	<i>Malus</i> spp.
Dogwood, Kousa	<i>Comus kousa</i>
Fringetree, White	<i>Chionanthus virginicus</i>
Hawthorn, Cockspur	<i>Crataegus crusgalli</i> var. <i>Inermis</i>
Hawthorn, Washington	<i>Crataegus phaenopyrum</i>
Hornbeam, American	<i>Carpinus caroliniana</i>
Magnolia, Saucer	<i>Magnolia x soulagniana</i>
Magnolia, Star	<i>Magnolia stellata</i>
Maple, Amur	<i>Acer ginnala</i>
Maple, Hedge	<i>Acer campestre</i>
Maple, Miyabi	<i>Acer miyabe</i>
Maple, Tartarian	<i>Acer tataricum</i>
Pagoda Tree, Japanese	<i>Sophora japonica</i>
Redbud, Eastern	<i>Cercis Canadensis</i>
Serviceberry, Allegheny	<i>Amelanchier laevis</i>
Serviceberry, Apple	<i>Amelanchier x grandiflora</i>
Serviceberry, Downy	<i>Amelanchier arborea</i>
Serviceberry, Saskatoon	<i>Amelanchier alnifolia</i>
Tree Lilac, Japanese	<i>Syringa reticulata</i>

Large Deciduous Shrubs

Burning Bush	<i>Euonymus alata</i>
Clethra, Summersweet	<i>Clethra alnifolia</i>
Cotoneaster, Hedge	<i>Cotoneaster lucidus</i>
Cotoneaster, Many-flowered	<i>Cotoneaster multiflorus</i>
Cotoneaster, Peking	<i>Cotoneaster acutifolius</i>
Cotoneaster, Spreading	<i>Cotoneaster divaricatus</i>
Dogwood, Corneliancherry	<i>Cornus mas</i>
Dogwood, Gray	<i>Cornus racemosa</i>
Dogwood, Pagoda	<i>Cornus alternifolia</i>
Dogwood, Redosier	<i>Cornus sericea</i>
Dogwood, Tatarian	<i>Cornus alba</i>
Filbert, American	<i>Corylus americana</i>
Filbert, Turkish	<i>Corylus colurna</i>
Forsythia, Border	<i>Forsythia x intermedia</i>
Forsythia, Greenstem	<i>Forsythia viridissima</i>
Hydrangea, Panical	<i>Hydrangea paniculata</i>
Lilac	<i>Syringa</i> spp.
Sumac, Smooth	<i>Rhus glabra</i>
Sumac, Staghorn	<i>Rhus typhina</i>
Tamarack, Five-stamen	<i>Tamarix ramosissima</i>
Viburnum, American Cranberry	<i>Viburnum trilobum</i>
Viburnum Arrowwod	<i>Viburnum dentatum</i>

Viburnum Blackhaw	Viburnum prunifolium
Viburnum Burkwood	Viburnum x burkwoodii
Viburnum European Cranberry	Viburnum opulus
Viburnum Lantanaphyllum	Viburnum x rhytidophylloides
Viburnum Nannyberry	Viburnum lentago
Viburnum Wayfaringtree	Viburnum lantana
Weigels, Old Fashioned	Weigels florida
Witchhazel, Common	Hamamelis virginiana
Witchhazel, Vernal	Hamamelis vernalis

Small Deciduous Shrubs

Alpine Currant	Ribes alpinum
Barberry, Japanese	Berberis thunbergii
Barberry, Mentor	Berberis x mentorensis
Bayberry	Myrica pennsylvanica
Chokeberry, Black	Aronia melonocarpa
Chokeberry, Red	Aronia arbutifolia
Cotoneaster, Cranberry	Cotoneaster apiculata
Cotoneaster, Creeping	Cotoneaster adpressus
Cotoneaster, Rockspray	Cotoneaster horizontalis
Forsythia, Greenstem	Forsythia, viridissima
Hydrangea, Annabelle	Hydrangea arborescens
Lilac, Miss Kim	Syringa patula
Lilac, Meyer	Syringa meyeri
Rose	Roas spp.
Serviceberry, Running	Amelanchier stolonifera
Stephanandra, Cutleaf	Stephanandra incise
Sumac, Low Grow	Rhus aromatica
Viburnum, Dwarf Korean	Viburnum carlesii
Viburnum, Compact American	
Cranberry	Viburnum trilobum
Viburnum, Judd	Viburnum x juddii
Viburnum, Sargent	Viburnum sargentii

Evergreen Shrubs

Arborvitae	Thuja occidentalis
Boxwood, Common	Buxus sempervirens
Boxwood, Littleleaf	Buxus microphylla
Boxwood	Buxus koreana x Sempervirens
Hemlock, Canadian	Tsuga Canadensis
Juniper, Creeping	Juniperus horizontalis
Juniper, Chinese	Juniperus chinensis
Juniper, Japgarden	Juniperus procumbens
Juniper, Upright	Juniperus spp.
Pine, Mugo	Pinus mugo var. mugo
Rhododendron	Rhododendron spp.
Yew, Dense	Taxus x media

Groundcovers

Ajuga	Ajuga reptans
Barren Strawberry	Waldsteinia ternate
Bittersweet	Celastrus scandens
Boston Ivy	Parthenocissis tricuspidata
Clematis	Clematis spp.
Common Periwinkle	Vinca minor
Fleeceflower	Polygonum Reynoutria
Hydrangea, Climbing	Hydrangea anomala spp. Petiolaris
Pachysandra, Japanese	Pachysandra, terminalis
Porcelain Vine	Ampelopsis brevipedunculata
Purpleleaf Wintercreeper	Euonymus fortunei
Sedum	Sedum spp.
Virginia Creeper	Parthenocissis quinquefolia



STREET #	360	
STREET	LAKE	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Temple Front	
DATE	1926	
SIGNIFICANT FEATURES	Five-bay front façade of ashlar stone; full height pilasters with ionic capitals; frieze incised with "First National Bank," projecting classical-style stone cornice	

STOREFRONT FEATURES	Arched first floor window openings; round arched stone panels over door and north side window with decorative cartouche and foliated ornament with stone scroll bracket above
RECOMMENDED IMPROVEMENTS	Restore original wood double-hung windows; replace aluminum front door with wood and glass panel door; remove awnings; restore balustrade above cornice



STREET #	374-378	
STREET	LAKE	
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block/Theater	
DATE	c. 1920	
SIGNIFICANT FEATURES	Five bay façade; decorative brickwork including soldier course below coping, diamond basket weave panels, double rowlock course window surrounds and soldier course at sill line; vertical signage	

STOREFRONT FEATURES	Entry into theater at west end; storefront and entry to second floor on east end; storefront has flush display windows that also angle into a recessed side entry door
RECOMMENDED IMPROVEMENTS	Remove cedar shake canopies; remove vertical wood siding from storefronts; rebuild storefront and entries into a more historically compatible configuration with bulkhead, display windows, and transoms



STREET #	381	
STREET	LAKE	
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1890	
SIGNIFICANT FEATURES	Three bay front façade; 2/2 wood double hung windows at second floor; brick soldier course below coping and just above second floor windows	

STOREFRONT FEATURES	One storefront with front entry to second floor at west end of front façade
RECOMMENDED IMPROVEMENTS	Remove stone veneer from storefront façade and restore or rebuild with brick; replace plate glass windows with wood-framed display windows and transoms; replace storefront door and second floor entry door with appropriate wood doors and transom



STREET #	382	
STREET	LAKE	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1950	
SIGNIFICANT FEATURES	Two bay façade; polychrome brickwork including two stretcher courses below coping and at second floor sill line; historic wood picture windows and flanking 2/2 (horizontal panes) double hung windows	

STOREFRONT FEATURES	One storefront with flush display windows and recessed side entry door; second floor entry door at east side of front façade
RECOMMENDED IMPROVEMENTS	Maintain and repair as required



STREET #	384	
STREET	LAKE	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	1950s	
SIGNIFICANT FEATURES	Concrete block exterior on side façade	

STOREFRONT FEATURES	One recessed storefront
RECOMMENDED IMPROVEMENTS	Remove cedar shake canopy; replace multi-light windows with large-pane display windows and transoms for a more historically compatible appearance



STREET #	389-391	
STREET	LAKE	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Freestanding Commercial	
DATE	1970s	
SIGNIFICANT FEATURES	Projecting central brick tower with mansard roof and octagonal window at second floor; porch/balconies with wrought iron railings at second floor; mansard roof over entire building	

STOREFRONT FEATURES	Three storefronts all faced with brick and wood vertical board siding
RECOMMENDED IMPROVEMENTS	Replace bubble awnings with cloth awnings, shed-style, that are more historically compatible



STREET #	390-392	
STREET	LAKE	
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	Common brick with decorative panels angled brick panels at frieze	

STOREFRONT FEATURES	Storefronts date from the 1920s (historic alteration)---2 storefronts, both with center recessed entries flanked by two angled copper display windows; bulkheads of blonde wire cut brick with decorative panels
RECOMMENDED IMPROVEMENTS	Remove vertical wood siding above storefronts and expose transoms; remove paint from brick bulkhead on west storefront (using a method that will not damage the brickwork)



STREET #	395-397	
STREET	LAKE	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Freestanding Commercial	
DATE	1950s	
SIGNIFICANT FEATURES		

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	



STREET #	398-410	
STREET	LAKE	
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1940	
SIGNIFICANT FEATURES	Center brick center section originally flanked by east and west stone sections with slightly higher parapet walls -- only east stone section remains	

STOREFRONT FEATURES	Six storefronts; east and west ends have flush display windows; center storefronts have recessed entries and angled display windows; stone bulkhead and frieze; historic doors and transoms on all but the west storefront
RECOMMENDED IMPROVEMENTS	Remove cedar shake mansard roof above west storefront; if faux-granite cladding becomes damaged, replace with stone/brick cladding that matches the east end storefront as closely as possible



STREET #	414	
STREET	LAKE	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	1950s	
SIGNIFICANT FEATURES		

STOREFRONT FEATURES	Configuration may be original - recessed center display windows flanked by 2 recessed entries; two additional display windows (angled) on east and west ends
RECOMMENDED IMPROVEMENTS	Remove wood siding from façade and expose brick façade; remove awnings



STREET #	874-882	
STREET	MAIN	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	No style	
DATE	1952	
SIGNIFICANT FEATURES	Rounded corner of southern building (Antioch Chamber of Commerce)	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None



STREET #	875	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	1916	
SIGNIFICANT FEATURES	One bay façade; side parapet walls with two toned stacked vertical brickwork, rectangular panels above storefront with stacked and soldier course brick and inset rectangular panel with rowlock course and stone square corner blocks and diamond blocks	

STOREFRONT FEATURES	One storefront with angled plate glass display windows, insul brick bulkhead and concrete sill; inset side entry at front recessed behind parapet wall
RECOMMENDED IMPROVEMENTS	Although storefront is an alteration, it is an historic alteration dating from the 1940s and should be retained.



STREET #	877	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1915	
SIGNIFICANT FEATURES	Three bay façade; stepped parapet; projecting brick pilasters flanking central bay with polychrome brickwork at edges; rowlock frieze; three oval window openings at second floor and casement windows with simple classical surround	

STOREFRONT FEATURES	Three bay storefront level with central recessed entries
RECOMMENDED IMPROVEMENTS	Remove marquee on front façade; if stone veneer on first floor becomes damaged, replace with brick that matches as closely as possible brick on second story of façade. Much of the original historic character of this building probably cannot be recaptured.



STREET #	879-881	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1925	
SIGNIFICANT FEATURES	Two bay façade; stepped front parapet	

STOREFRONT FEATURES	Two storefronts with recessed side entries; three part configuration of storefront intact, with flush display windows that angle into door and bulkhead below and transoms above
RECOMMENDED IMPROVEMENTS	Remove cedar shake awning and reopen transoms; if stone cladding is damage or in need of replacement, re-face façade with brick



STREET #	884	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1892	
SIGNIFICANT FEATURES	Front façade four bays wide	

STOREFRONT FEATURES	Historic second floor entry at north end of building
RECOMMENDED IMPROVEMENTS	This building has probably been too altered to restore its original historic appearance; removing brick infill from storefront openings and restore center storefront entry and flanking display windows would make it more historically compatible



STREET #	885	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1903	
SIGNIFICANT FEATURES	Two bay façade; three part second floor window at north end with rusticated stone lintel and sill; other second floor window has same stone lintel and sill; dogtooth brick course at cornice; dentilled frieze below rusticated coping at roof line	

STOREFRONT FEATURES

One historic cast iron column remaining

RECOMMENDED IMPROVEMENTS

Remove stone infill on second floor and replace with 1/1 wood double-hung windows; if brick veneer on storefront becomes damaged, replace with brick that matches second story as closely as possible; replace doors with wood and glass panel doors



STREET #	887-889	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1903	
SIGNIFICANT FEATURES	Four bay façade; three part second floor window at south end; 2nd floor windows have rusticated stone lintels and sills; dogtooth brick course at cornice; dentilled frieze below rusticated coping at roof line; stone panel reads "Union Block 1903"	

STOREFRONT FEATURES

Cast iron frieze with floral tie rods above entire storefront level and cast iron columns with foliated capitals between storefronts; brick piers with stone capital and base at central second floor entry

RECOMMENDED IMPROVEMENTS

Remove vertical wood siding from storefronts and install traditional bulkhead, display windows, and transoms; replace windows in downsized openings with full size, double-hung wood 1/1 windows; retain cast iron frieze and columns



STREET #	890	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1910	
SIGNIFICANT FEATURES	Front façade two bays wide; Brick parapet with triangular center section and two end piers; brick panel above storefronts	

STOREFRONT FEATURES

Single storefront with historic configuration; historic wood windows in storefront

RECOMMENDED IMPROVEMENTS

Remove shingle awning from above storefront and reopen transoms; remove paint from brick façade using appropriate methods that will not damage brick



STREET #	891	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1910	
SIGNIFICANT FEATURES	One bay façade; metal decorative cornice with highly ornamental detailing; concrete block exterior at front with rusticated and ashlar block coursing for decorative effect; concrete block corner piers; brick side facades	

STOREFRONT FEATURES	One storefront with recessed central entry and flush display windows with bulkhead that angle into entry; metal frieze over entire storefront
RECOMMENDED IMPROVEMENTS	Remove vertical wood board from bulkhead



STREET #	892-896	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	Two-bay façade; brick parapet with raised center section; decorative brick frieze with dentil trim and angled brick; 2-part window on north end with wide stone lintel and sill; 3-part wood window bay at south end w/ hip roof and wood panels	

STOREFRONT FEATURES	Storefront with recessed center door flanked by angled windows; display windows on either side; wrought iron round pilasters flanking entrance. Metal frieze above storefront with round tiebacks. Entrance to second floor with transom.
RECOMMENDED IMPROVEMENTS	Replace aluminum display window at north end with wood; replace shortened south end display window with larger wood window; replace second floor entry door with historically compatible wood door



STREET #	893	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1915	
SIGNIFICANT FEATURES	Two bay front façade; polygonal bay window at second floor; other second floor window with brick soldier course and stacked bond surround and brackets under sill	

STOREFRONT FEATURES	One storefront with second floor entry at south end that is flush with facade; recessed storefront entry may have been part of historic storefront configuration
RECOMMENDED IMPROVEMENTS	Remove wood vertical board from storefront and expose brick; replace display windows with wood frame; replace storefront door with wood door with glass panel; replace second floor entry door with wood door



STREET #	897-899	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	Two bay front façade; second floor polygonal bay window with metal panels of ornamental detailing; paired front windows with rusticated stone sills and lintels; decorative brickwork cornice with dogtooth coursing, stretcher courses, and dentils	

STOREFRONT FEATURES	One storefront with second floor entry door at north end; recessed central entry door that angles inward from flush display window-walls -- likely its historic configuration
RECOMMENDED IMPROVEMENTS	Remove shingle awning, sign, and light fixtures; if possible, remove stone cladding on storefront and restore brick bulkhead, display windows and transoms; replace current storefront and second floor doors with historically compatible wood doors



STREET #	900	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1925	
SIGNIFICANT FEATURES	Two-bay-wide front façade with glazed blue & peach terra cotta panels; parapet wall w/stepped center section; center blue terra cotta section w/peach vertical stripes & decorative panel w/ abstracted foliate ornament; blue horizontal stripes at parapet	

STOREFRONT FEATURES	Two storefronts consisting of an angled, recessed entry with one display window; both storefront entries are side by side in the center of the façade; blue terra cotta bulkhead; blue stripe decoration around storefronts
RECOMMENDED IMPROVEMENTS	Remove vinyl on frieze above display windows; replace doors with more historically compatible glass panel doors



STREET #	901-905	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1904	
SIGNIFICANT FEATURES	Decorative brickwork frieze and cornice with recessed panels with diapering; stepped courses above and below and dentils; second floor rusticated sills and lintels; rusticated coping; date panel that reads "Central Block 1904"; brick piers at corners	

STOREFRONT FEATURES	Cast iron frieze with bulls eye tie rods above entire storefront level; brick piers at corners and at center with rusticated stone bands and brickwork capital; cast iron column near second floor entry; two central entries to second floor
RECOMMENDED IMPROVEMENTS	Remove vertical wood board from both storefronts; replace shortened display windows with larger wood display windows and transoms; replace Aluminum/glass doors with wood doors with single glass panels and transoms



STREET #	902-906	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1920	
SIGNIFICANT FEATURES	Three-bay front façade; brick columns with stone decoration at north & south ends of façade; stucco second floor with individual brick detailing; three-part windows; brick chimney	

STOREFRONT FEATURES	North and south storefronts have recessed entry and one display windows. Center storefront has center recessed entry with flanking display windows; stepped wood cornice; soldier course frieze above storefronts.
RECOMMENDED IMPROVEMENTS	A fire damaged much of the original historic character of this building--rebuild storefronts with more traditional materials such as brick bulkhead, display windows and transoms; original prism glass transoms may be under the signs



STREET #	909-911	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1904	
SIGNIFICANT FEATURES	Two of five sections of a larger commercial block separated by brick piers. Stepped parapet with dogtooth brickwork bands and rusticated stone coping; stone panel that reads "Sibley Block 1904". Rusticated stone window sills and lintels.	

STOREFRONT FEATURES	Brick piers with rusticated stone capitals.
RECOMMENDED IMPROVEMENTS	Remove wood vertical board from storefront; rebuild two traditional storefront configurations with center-entries, bulkheads, wood display windows, and wood entry doors with transoms; remove ATM from enclosed second story entry and restore



STREET #	910	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1890	
SIGNIFICANT FEATURES	Three-bay front façade	

STOREFRONT FEATURES	Configuration is not original, but may be historic, with stepped storefronts leading to recessed center entry; door to second floor at south end of façade
RECOMMENDED IMPROVEMENTS	This structure has probably been altered too much from its original character to be restored--if work is contemplated in the future to the front façade, taller, more historically compatible double hung sash should be installed in the second floor.



STREET #	912	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	None	

STOREFRONT FEATURES	None
RECOMMENDED IMPROVEMENTS	If stone veneer needs to be replaced in the future, replace with brick (historic photos of original façade show intricate brick detailing at parapet); restore original recessed center entry storefront with wood display windows and bulkhead



STREET #	913	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1904	
SIGNIFICANT FEATURES	One of five sections of larger commercial block; rusticated stone coping; two decorative dogtooth brickwork horizontal bands; slightly projecting brick piers between major bays framed above with two stepped stretcher courses	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	Remove brick infill from second floor windows and install full-size, wood double hung sash in original openings; rebuild polygonal window bay at second floor to match original at 917 Main Street; restore a more traditional storefront configuration



STREET #	914?	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	Restaurant was originally two separate buildings (both Two-Part Commercial Blocks); egg and dart cornice at top of north side elevation	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	There is a historic photo of the north section of the building if the owner wishes to restore the historic appearance in the future; could replace second floor windows with taller double hung sash that are more historically compatible



STREET #	917	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1904	
SIGNIFICANT FEATURES	One of five sections of a larger commercial block and the only one that retains its historic integrity. Decorative dogtooth brickwork horizontal bands. Polygonal bay window at second floor. Wood double hung sash with rusticated sills and lintels.	

STOREFRONT FEATURES	Entirely flush storefront (no recesses); central storefront entry with pointed arch transom; three part display with transom above (boarded-up), display windows, and brick bulkhead below; second floor entry door at north end with transom
RECOMMENDED IMPROVEMENTS	Remove wood board from transom over display window



STREET #	919	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1904	
SIGNIFICANT FEATURES	One of five sections of a larger commercial block.	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	No original historic character remaining--if considering improvements, replace stone veneer with brick and install windows that match 917 Main; rebuild storefront with more traditional materials



STREET #	921-923	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	One bay façade; bay window at second floor with curved roofline, ornamental panels with cartouches, pilasters between windows, and decorative leaf brackets below	

STOREFRONT FEATURES	One storefront with historic stepped display windows (a historic alteration); metal columns; side second floor entry door that is flush with the façade (historic configuration)
RECOMMENDED IMPROVEMENTS	If considering replacing stone veneer on front façade, replace with brick; retain historic storefront configuration and second story bay



STREET #	924	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	1950s	
SIGNIFICANT FEATURES	One-bay façade with stone veneer cladding; stone coping at top	

STOREFRONT FEATURES	Single storefront with recessed entry at north end; display window south of entry, with angled north window
RECOMMENDED IMPROVEMENTS	Replace awning with a straight, sloped, traditional style awning



STREET #	925	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1910	
SIGNIFICANT FEATURES	Glazed brick exterior; stacked bond at corners acting as piers with terra cotta capitals; decorative terra cotta tile coping; decorative terra cotta panel with Sullivanesque ornament; frieze over storefront with terra cotta tile in decorative egg motif	

STOREFRONT FEATURES	One storefront with flush display windows that also angle in towards wood, central recessed door with transom; three part storefront configuration with transom, display windows and bulkhead below
RECOMMENDED IMPROVEMENTS	Remove wood cladding on bulkhead; retain and repair glazed brick with like materials



STREET #	926-928	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	One-bay wide front façade with wood cornice with decorative end brackets	

STOREFRONT FEATURES	Original configuration intact---one storefront with recessed side entrance and display window; second story entry with transom at south end of building
RECOMMENDED IMPROVEMENTS	If considering replacing stone veneer on front façade, use brick cladding; replace second story picture window with historically appropriate wood double hung windows



STREET #	927	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1925	
SIGNIFICANT FEATURES	One bay façade; stepped parapet with central gabled pediment; decorative geometric brickwork panel with rowlocks and stone corner blocks; three part central window at second floor; bay window on south façade	

STOREFRONT FEATURES	Configured with one storefront and side second floor entry door
RECOMMENDED IMPROVEMENTS	Remove vertical wood siding from storefront; restore traditional storefront configuration with recessed storefront entry, display windows, and bulkhead; replace second story entry with historically compatible door; remove second floor awning



STREET #	931	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1900	
SIGNIFICANT FEATURES	Two bay façade; limestone clad front façade and brick side facades; metal cornice with dentil trim	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	Remove awnings from second story windows; remove vertical siding from storefront; restore traditional storefront configuration with recessed storefront entry, wood display windows, and bulkhead; restore second story entry to front façade



STREET #	934	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Temple Front	
DATE	c. 1926	
SIGNIFICANT FEATURES	Center triangular pediment with dentil trim; stone cornice with dentil trim; square pilasters with Ionic capitals; center front entry with stone canopy, scrolled bracket; large round arch, multi-light metal windows with rowlock lintels; globe lights.	

STOREFRONT FEATURES	No storefront
RECOMMENDED IMPROVEMENTS	Replace main entry door with wood and glass panel door; remove awning over front door; replace metal replacement windows with wood double hung sash



STREET #	935	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1910	
SIGNIFICANT FEATURES	One bay façade; projecting metal cornice with paneled frieze, ornamental brackets with leaf and geometric ornament; brick soldier course at signboard level	

STOREFRONT FEATURES	One recessed storefront
RECOMMENDED IMPROVEMENTS	Remove vertical wood board from storefront; remove shingled awning from north side



STREET #	939	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Garage	
DATE	c. 1920	
SIGNIFICANT FEATURES	Three bay façade; stone coping with scroll ornament; slightly projecting piers between bays	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	This structure displays no historic materials on its primary façade--if improvements are considered in the future, replace the stone veneer with brick



STREET #	945	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1950	
SIGNIFICANT FEATURES	Four bay façade	

STOREFRONT FEATURES	Bulkhead and display window configuration
RECOMMENDED IMPROVEMENTS	There may be a historic brick façade underneath the stucco and stone cladding that could be uncovered and restored in the future



STREET #	948-950	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	c. 1920	
SIGNIFICANT FEATURES	Two-bay wide façade of wire-cut brick; decorative angled brick trim at top; brick pilasters on north and south ends of façade; paired windows at second and third stories with soldier course lintels and rough stone sills	

STOREFRONT FEATURES

Segmental arch on top of original storefront window

RECOMMENDED IMPROVEMENTS

Consider rebuilding a more traditional storefront configuration in the future, with bulkhead, display windows and transom, and recessed entry



STREET #	952-954	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Two Part Commercial Block	
DATE	1923	
SIGNIFICANT FEATURES	Two bay wide façade with red face brick; white glazed decorative bricks along frieze; center stone name/date panel below frieze; shallow pilasters on north and south ends of façade that extend down to second floor	

STOREFRONT FEATURES

Historic configuration of storefront intact with center recessed entry flanked by two metal display windows; second floor entry on north end of façade.

RECOMMENDED IMPROVEMENTS

Remove wood shingled panel above awning; remove wood siding from bulkhead; remove metal canopy over second story entry; replace second story entry door with historically appropriate wood door



STREET #	959	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Gas Station	
DATE	c. 1935	
SIGNIFICANT FEATURES	Original portion of the building is the one story wing at north end with flat roof and curved corner walls	

STOREFRONT FEATURES

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RECOMMENDED IMPROVEMENTS

This structure has been altered too extensively to restore any of its original historic character



STREET #	960	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Freestanding Commercial	
DATE	c. 1955	
SIGNIFICANT FEATURES	Flat roof with flared eaves; floor-to-ceiling plate glass windows on front façade and portions of north and south facades; concrete block side elevations; second story flat roof frame section at rear	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None



STREET #	965	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Cross Plan	
DATE	c. 1900	
SIGNIFICANT FEATURES	Full height front bay with hipped roof; side entry porch with hipped roof	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	Remove Aluminum siding; replace vinyl windows with wood double hung sash; install historically appropriate wood column and railings on front entry porch



STREET #	966	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Freestanding Commercial	
DATE	c. 1955	
SIGNIFICANT FEATURES	Stone veneer at front section; wood fixed windows; double doors on south side with transoms; mansard roof	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None



STREET #	974	
STREET	MAIN	ST
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Freestanding	
DATE	c. 1930	
SIGNIFICANT FEATURES	Appears to have originally been a gas station, with two front garage bays and a northeast corner office	

STOREFRONT FEATURES

RECOMMENDED IMPROVEMENTS

This structure has been altered too extensively to restore any of its original historic character



STREET #	977	
STREET	MAIN	ST
LOCAL RATING	S	
ARCHITECTURAL STYLE	Church/Greek Revival	
DATE	1863	
SIGNIFICANT FEATURES	Front gable roof with cornice return and broad eaves; corner pilasters; wide frieze board; tall window openings with simple classical surrounds; flat pediment over restored paired front doors; central bell tower with vent	

STOREFRONT FEATURES

RECOMMENDED IMPROVEMENTS

Replace vinyl windows with historically compatible wood windows



STREET #	983	
STREET	MAIN	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Queen Anne - Free Classic	
DATE	c. 1900	
SIGNIFICANT FEATURES	Small, central front gable; almost symmetrical front façade; projecting bay window at northwest corner; simple classical window and door hoods; corner pilasters	

STOREFRONT FEATURES

RECOMMENDED IMPROVEMENTS

Replace vinyl windows with historically appropriate wood double hung sash; replace concrete front stoop and iron railing with more historically compatible wood steps and railing



STREET #	904?	
STREET	SKIDMORE	
LOCAL RATING	NC	
ARCHITECTURAL STYLE	Bandshell	
DATE	c. 2000	
SIGNIFICANT FEATURES	Band shell facing east onto Skidmore, with open east elevation revealing wood trusses; raised stage with concrete steps at north and south ends	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None



STREET #	830	
STREET	TOFT	
LOCAL RATING	C	
ARCHITECTURAL STYLE	Pump House	
DATE	c. 1920	
SIGNIFICANT FEATURES	Four bays by one bay; hipped roof	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None



STREET #	955	
STREET	VICTORIA	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Tudor Revival	
DATE	c. 1930	
SIGNIFICANT FEATURES	Front gable roof with decorative vergeboard; blonde wirecut brick with simple stone corner quoins; round arch window openings with rowlock lintels with stone keystones; recessed front entry with stone quoin surround and door hood	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	Remove awning; replace vinyl windows in original openings with historically compatible wood windows



STREET #	957	
STREET	VICTORIA	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Freestanding Commercial	
DATE	c. 1955	
SIGNIFICANT FEATURES	Black brick façade; white brick south elevation with decorative black brick diamonds	

STOREFRONT FEATURES	Main entry just off center on front façade, with two display windows north of entry and a corner window south of entry; second entry at north end of front façade
RECOMMENDED IMPROVEMENTS	Clean brick.



STREET #	960	
STREET	VICTORIA	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	Bungalow	
DATE	c. 1925	
SIGNIFICANT FEATURES	Small gable over central front entry; wood, half round fanlight window over central entry; symmetrical front façade; broad eaves; brickwork including projecting rowlock sills	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	Replace metal windows on front façade with historically appropriate wood windows; replace front door with wood door that lines up with brick rowlock lintel



STREET #	966	
STREET	VICTORIA	ST
LOCAL RATING	C	
ARCHITECTURAL STYLE	One Part Commercial Block	
DATE	c. 1926	
SIGNIFICANT FEATURES	One bay façade; cross gable roof with cornice returns	

STOREFRONT FEATURES	
RECOMMENDED IMPROVEMENTS	None